

**Border Highway West Extension Project
From Racetrack Drive to U.S. Highway 54**

CSJ: 2552-04-027

ABBREVIATED STATE ENVIRONMENTAL IMPACT STATEMENT

SUBMITTED PURSUANT TO 43 TEXAS ADMINISTRATIVE CODE CHAPTER 2

BY THE

TEXAS DEPARTMENT OF TRANSPORTATION

4/25/13
Date of Approval


Texas Department of Transportation

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The comment period for comments on this FEIS are due in 30 days (June 3, 2013) and should be sent to the Texas Department of Transportation El Paso District, Attention: Eduardo Calvo, Advance Transportation Planning Director, 13301 Gateway Blvd. West El Paso, Texas 79928. Comments can also be sent to the project e-mail address info@borderhighwaywest.com.

Loop 375 Border Highway West Extension Project

From Racetrack Drive to U.S. Highway 54

El Paso County, Texas

CSJ: 2552-04-027

Abbreviated State Final Environmental Impact Statement

Texas Department of Transportation
El Paso District

April 2013

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ABBREVIATED STATE FINAL ENVIRONMENTAL IMPACT STATEMENT

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ABSTRACT

The Texas Department of Transportation (TxDOT), the lead agency, has prepared an Abbreviated State Final Environmental Impact Statement (EIS) to determine the potential environmental, social, and economic impacts of the proposed Loop 375 Border Highway West Extension Project in El Paso, Texas. The project limits extend from Racetrack Drive near Doniphan Drive and New Mexico Highway (NM) 273, west of downtown, to United States Highway (US) 54, east of downtown El Paso, a distance of approximately 9 miles, of which approximately 7 miles would be tolled. The project is proposed as a four-lane, controlled-access toll facility. The proposed project is included in the El Paso Metropolitan Planning Organization's amended Mission 2035 Metropolitan Transportation Plan (MTP). The proposed project will be added to the 2013-2016 Transportation Improvement Program (TIP) once funding becomes available. As of March 2013, the estimated construction cost for the Revised Preferred Alternative is \$500 million.

The proposed project is the result of previous studies which have identified a need for an alternate route for Interstate Highway 10 (I-10) to address **needed improvements to system capacity, reliability, and regional system linkage** for the El Paso, Texas metropolitan area. Other than I-10, there is no continuous high speed east-west highway through El Paso. The only other major highways that serve east-west traffic are US 85 (Paisano Drive) and Loop 375. However, United State Highway 85-(US 85) has numerous signalized intersections and heavy pedestrian activity, and Loop 375 terminates at Santa Fe Street, south of downtown. Neither facility provides for high-speed movement through the El Paso region.

TxDOT's Environmental Affairs Division (ENV) approved the State Draft EIS for the project on September 26, 2012. This Abbreviated State Final EIS adopts by reference the entire State Draft EIS with the exceptions as noted. Any changed or additional analyses are described in this Abbreviated State Final EIS. TxDOT concluded it should not prepare a Final EIS that fully restated all of the analysis related to this project when so much of the analysis has not changed compared to the State Draft EIS. If new information, corrections, or minor design changes did not change the outcome of the analysis of a topic presented in the State Draft EIS, then it was determined that no further analysis was warranted. In those instances a statement of "no change" will be found in the Abbreviated State Final EIS. (The State Draft EIS is available for review at both TxDOT's ENV office (in Austin) and at TxDOT's El Paso District office.)

This Abbreviated State Final EIS makes changes to Alternative 2, the Preferred Alternative (henceforth referred to as the Revised Preferred Alternative), to address input received from the public during the public hearing held on November 15, 2012. The changes include revisions to the proposed westbound access between Park Street and Santa Fe Street in the downtown area, changes to the Coles-Paisano interchange, and changes to the locations of drainage ponds. TxDOT has also changed the project so that access to NM 273 will remain open.

Approximately 144.93 acres of right-of-way (ROW) would be needed for the Revised Preferred Alternative, including 38.06 acres for 13 drainage ponds, 0.20 acre of ROW from the Chihuahueta Park and, 4.68 acres of temporary construction easements. No adverse effect to archeological or historic resources would occur. Impacts to waters of the U.S. would be limited to 0.002 acre, and no special aquatic sites (wetlands) would be impacted.

The final decision on the Revised Preferred Alternative would occur when the Abbreviated State Final EIS receives a Record of Decision. Construction is estimated to begin in 2015 and would utilize 100% state funding.

Comments on the Abbreviated State Final EIS are due by June 3, 2013 and should be sent to:

Texas Department of Transportation
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EXECUTIVE SUMMARY

ES.1 SUMMARY OF THE ACTION

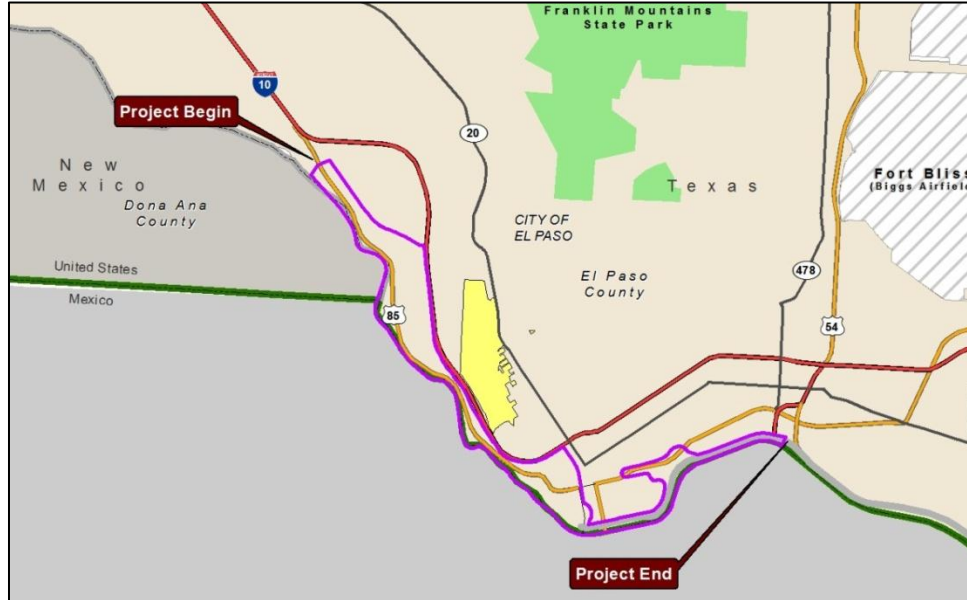
The Texas Department of Transportation (TxDOT), the lead agency, has prepared an Abbreviated State Final Environmental Impact Statement (EIS) to determine the potential environmental, social, and economic impacts of the proposed Loop 375 Border Highway West Extension Project in El Paso, Texas. The project limits extend from Racetrack Drive near Doniphan Drive and New Mexico Highway (NM) 273, west of downtown, to United States Highway (US) 54, east of downtown El Paso, a distance of approximately 9 miles, of which approximately 7 miles would be tolled (**Figure ES-1**). The proposed project is included in the El Paso Metropolitan Planning Organization's amended *Mission 2035* Metropolitan Transportation Plan (MTP). The proposed project will be added to the 2013-2016 Transportation Improvement Program (TIP) once funding becomes available. As of March 2013, the estimated construction cost for the Revised Preferred Alternative is \$500 million. Construction would be 100% state funded and is anticipated to begin in 2015.

TxDOT's Environmental Affairs Division (ENV) approved the State Draft EIS for the project on September 26, 2012. This Abbreviated State Final EIS adopts by reference the entire State Draft EIS with the exceptions as noted later. Any changed or additional analyses are described in this Abbreviated State Final EIS. TxDOT concluded it should not prepare a Final EIS that fully restated all of the analysis related to this project when so much of the analysis has not changed compared to the State Draft EIS. If new information, corrections, or minor design changes did not change the outcome of the analysis of a topic presented in the State Draft EIS, then it was determined that no further analysis was warranted. In those instances a statement of "no change" will be found in the Abbreviated State Final EIS. (The State Draft EIS is available for review at both TxDOT's ENV office (in Austin) and at TxDOT's El Paso District office.)

This Abbreviated State Final EIS makes changes to Alternative 2, the Preferred Alternative (henceforth referred to as the Revised Preferred Alternative), to address input received from the public during the public hearing held on November 15, 2012. The changes include revisions to the proposed westbound access between Park Street and Santa Fe Street in the downtown area, changes to the Coles-Paisano interchange, and changes to the locations of drainage ponds. TxDOT has also changed the project so that access to NM 273 will remain open.

This Abbreviated State Final EIS also gives TxDOT's response to the comments on the State Draft EIS from the participating and cooperating agencies and the public. **Appendix A** shows TxDOT's response to comments by local, state, and federal agencies. **Appendix C** shows TxDOT's response to comments by the public.

Figure ES-1



The proposed project is the result of previous studies, which have identified a need for an alternate route for Interstate Highway 10 (I-10) to address needed improvements to system capacity and reliability as well as regional system linkage for the El Paso, Texas, metropolitan area. Other than I-10, there is no continuous high speed east-west highway through El Paso. The only other major highways that serve east-west traffic are US 85 (Paisano Drive) and Loop 375. However, US 85 has numerous signalized intersections and heavy pedestrian activity, and Loop 375 terminates at Santa Fe Street south of downtown. Neither facility provides for high-speed movement through the El Paso region.

ES.2 REVISED PREFERRED ALTERNATIVE

A public hearing was held November 15, 2012, to present the results of the analysis of four reasonable alternatives and a no-build alternative, and to present a recommendation for the Preferred Alternative. The Preferred Alternative chosen, Reasonable Alternative 2, is a combination of Reasonable Alternatives Rail Yard B and Border A presented in the State Draft EIS as depicted in Exhibits 1 and 2. As a result of the comments received following the public hearing, minor design changes were made to the Preferred Alternative to continue access to NM 273 on the western terminus, to improve access to the downtown area, to reduce impacts in the vicinity of Coles Street near the eastern terminus, and to reduce impacts from the various proposed drainage ponds.

The total length of the Revised Preferred Alternative is 9 miles. The non-tolled length of the Revised Preferred Alternative is 1.9 miles, and the tolled length is 7.1 miles. Approximately 144.93 acres of right-of-way (ROW) would be needed for the Revised Preferred Alternative, which includes 38.06 acres for 13 drainage ponds, 0.20 acre from the Chihuahueta Park, and 4.68 acres of temporary construction easements.

The current estimated date for construction to begin is 2015, and the estimated construction cost would be approximately \$500 million. The proposed project is not currently in the *Mission 2013-2016 TIP*; however, it is proposed to be added when funding becomes available.

1 If new information, corrections, or minor design changes did not change the outcome of the
2 analysis of a topic presented in the State Draft EIS, then it was determined that no further
3 analysis was warranted. In these cases, a statement of “no change” was provided in the
4 Abbreviated Final EIS.

5
6 Only resources with updated data and/or changes in potential impacts as a result of the Revised
7 Preferred Alternative are identified in **Table ES-1**. Resources that were determined to not have
8 changes in impacts from the Preferred Alternative analyzed in the State Draft EIS are not
9 included in this table. The approved State Draft EIS is on file and available for review at both
10 TxDOT's ENV and El Paso District offices.

11
12 The Revised Preferred Alternative would result in three residential and 32 commercial
13 displacements, noise impacts to adjacent receivers, and minimal impacts to waters of the U.S.,
14 vegetation and habitat. Additionally, the Revised Preferred Alternative will have no adverse
15 effect to archeological or historic resources. In addition to the impacts outlined in **Table ES-1**,
16 other qualitative impacts may result from the proposed project including land use changes, and
17 community and access changes resulting from the construction and operation of a new location
18 facility. Benefits that would be realized by the entire community, including minority and low-
19 income populations, include an overall improvement in mobility and congestion relief.

Table ES-1: Summary of Potential Impacts from the Revised Preferred Alternative*

Resource	Units of Measure	Value
Displacements		
Residential Buildings	number	3
Commercial Buildings	number	32
Total Displacements	number	35
ROW and Easements		
Proposed ROW**	acres	144.93
Proposed Temporary Construction Easements	acres	4.68
Traffic Noise		
Representative Noise Receivers	number	16
Waters of the U.S.		
Water 1 (Intermittent)	acres	0.0
Water 2 (Intermittent)	acres	0.0
Water 3 (Hart's Mill Arroyo; Ephemeral)	acres	0.0
Water 4 (Ephemeral)	acres	0.0
Water 5 (Ephemeral)	acres	0.0
Water 6 (Intermittent/Compound Stream)	acres	0.002
Water 7 (American Canal; Perennial)	acres	0.0
Water 8 (Franklin Canal; Intermittent)	acres	0.0
Vegetation/Habitat		
Mesquite-Sandsage Shrub	acres	4.72
Bare Ground	acres	29.88
Riparian	acres	0.002
Total Habitat	acres	34.60
Total Vegetation	acres	4.72
Cultural Resources		
Listed Archeological Resources within APE***	number	1
Potential for Unrecorded Historic Period Archeological Resources	Low, Moderate, or High	Moderate to High
Effects to NRHP****-Listed Historic Districts, Including Individually Listed Resources Contributing to a Historic District	Adverse Effect or No Adverse Effect	No Adverse Effect
Listed NRHP Sites	Number	0
Hazardous Materials		
Hazardous Materials Sites	number	39

Source: Study Team 2013

*Note: These changes in impacts are based on the ROW for the Revised Preferred Alternative. Potential Environmental impacts for the Preferred Alternative presented in the State Draft EIS can be found in Table 4-35 on Page 4-107

right-of-way (ROW); * Area of Potential Effect (APE); **** National Register of Historic Places (NRHP)

1
2
3
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5
6

**ABBREVIATED STATE FINAL ENVIRONMENTAL IMPACT STATEMENT
LOOP 375 BORDER HIGHWAY WEST EXTENSION PROJECT
FROM RACETRACK DRIVE TO U.S. 54**

INTRODUCTION

The Texas Department of Transportation (TxDOT), the lead agency, has prepared an Abbreviated State Final Environmental Impact Statement (EIS) to determine the potential environmental, social, and economic impacts of the proposed Loop 375 Border Highway West Extension Project in El Paso, Texas. The project limits extend from Racetrack Drive near Doniphan Drive and New Mexico Highway (NM) 273, west of downtown, to United States Highway (US) 54, east of downtown El Paso, a distance of approximately 9 miles, of which approximately 7 miles would be tolled.

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This Abbreviated State Final EIS also gives TxDOT's response to the comments on the State Draft EIS from the participating and cooperating agencies and the public. **Appendix A** shows TxDOT's response to comments by local, state, and federal agencies. **Appendix C** shows TxDOT's response to comments by the public.

CHAPTER 1: PURPOSE AND NEED

No change.

CHAPTER 2: ALTERNATIVES ANALYSIS

Revised Preferred Alternative

A public hearing was held November 15, 2012, to present the results of the analysis of four reasonable alternatives and a no-build alternative, as well as to present a recommendation for the Preferred Alternative. The Preferred Alternative chosen for the proposed Loop 375 Border Highway West Extension Project, Reasonable Alternative 2, is a combination of Reasonable Alternatives Rail Yard B and Border A presented in the State Draft EIS. As a result of the comments received following the public hearing, minor design changes were made to the Preferred Alternative to continue access to NM 273 on the western terminus, to improve access to the downtown area, to reduce impacts in the vicinity of Coles Street near the eastern terminus, and to reduce impacts from the various proposed drainage ponds. The total length of the Revised Preferred Alternative is 9 miles. The non-tolled length of the Revised Preferred Alternative is 1.9 miles, and the tolled length is 7.1 miles. Approximately 144.93 acres of right-of-way (ROW) would be needed for the Revised Preferred Alternative, including 38.06 acres for 13 drainage ponds, 0.20 acre of ROW from the Chihuahueta Park and, 4.68 acres of temporary construction easements. The Revised Preferred Alternative schematic is located in **Exhibit 1**.

The current estimated date for construction to begin is 2015, and the estimated construction cost is approximately \$500 million. The proposed project will be added to the 2013-2016 Transportation Improvement Program (TIP) once funding becomes available.

End to End Description of Revised Preferred Alternative

The Revised Preferred Alternative (**Exhibit 1**) is a combination of elevated and at-grade roadway sections, beginning on the western end with elevated roadway between the existing US 85 mainlanes at Racetrack Drive with a connection to NM 273 and Doniphan Drive. The proposed project design takes into consideration TxDOT's future Interstate Highway 10 (I-10) Collector-Distributor project north of Racetrack Drive, which is currently under preliminary planning studies.

The Revised Preferred Alternative runs southeast from Racetrack Drive along US 85, then diverges from existing US 85 near Doniphan Drive and crosses the CEMEX industrial site north of the existing concrete batch plant. A new single point urban interchange (SPUI) is provided at Executive Center Drive just south of I-10. From Executive Center Drive, the alignment remains elevated inside the existing I-10 ROW adjacent to the American Smelting and Refining Company (ASARCO) industrial site. The alignment crosses several active Union Pacific Rail Road (UPRR) and Burlington Northern Santa Fe (BNSF) railroad lines on this segment. Once beyond the ASARCO property, the alignment bends south and runs elevated between I-10 and US 85 until going at-grade to cross the industrial area at Globe Mills. The proposed project design takes into consideration TxDOT's future Spur 1966 overpass, which is currently under construction.

From the existing Yandell Bridge, the alignment is elevated to cross over US 85, multiple rail lines, the Franklin Canal, and continues elevated until the west end of downtown El Paso to avoid conflicts with the existing U.S. Border Patrol road and span over the Burlington Northern Santa Fe Railway Company (BNSF) Track 130, the international railroad bridge connection, and the American Canal. Once reaching the west end of downtown, the alignment drops below the Santa Fe International Bridge and connects to existing Loop 375.

Existing Loop 375 south of downtown would be changed to a controlled-access or freeway-type facility, but this part of the project would not be tolled. The change would require the closure of access points at several downtown streets. Under the Revised Preferred Alternative, westbound access in and out of downtown is provided by an entrance and exit at Campbell Street and an entrance at Oregon Street. A new auxiliary lane from Park Street to Oregon Street will provide proper weaving distances for access to and from downtown. Eastbound access is provided by a U-turn structure just east of Spur 1966 to allow a user a non-tolled route. This will be available for users that accidentally miss the last westbound exit at Oregon Street. It will also replace the closed access point (left turn signalized movement) at Kansas Street out of downtown. Such users will pass under a toll gantry but will then pass under a second gantry at the U-turn, which will result in no toll being assessed.

A new interchange will connect Loop 375 to Coles Street, Delta Street, and US 62. The ramps from this interchange tie back to Loop 375 just west of the eastern terminus at US 54.

Roadway Typical Section

The Revised Preferred Alternative is characterized by a general typical section and four specific typical sections at critical points along the limits. Existing and proposed typical sections are shown on **Exhibits 2a and 2b**, respectively. The general typical section would be a four-lane, controlled-access toll facility with a roadway footprint of 80-feet and within a 120-foot (ft) ROW. The majority of the alternative is elevated as described in the **End to End Description of Revised Preferred Alternative** section. The number of express tolled lanes remains constant at four lanes for all typical sections, but there are ramps and access roadways that tie into the proposed project at the ends.

Exhibit 2b, Page 1 shows the segment between Racetrack Drive and Executive Center Drive. The connection from NM 273 and Doniphan Drive requires that the existing US 85 mainlanes be reconstructed and moved to the outside of the ROW footprint to facilitate connection to the proposed project and maintain existing non-tolled access.

Exhibit 2b, Page 2 shows the portion of the proposed project that runs parallel to the US/Mexico border and the BNSF Track 130 in the segment between the Yandell Bridge and downtown El Paso.

Exhibit 2b, Page 3 shows the non-tolled segment south of downtown. This section of existing Loop 375 would be converted to a controlled-access facility and an auxiliary lane would be added on the westbound side from Park Street to Oregon Street to provide proper weaving distances for access to and from downtown.

Exhibit 2b, Page 4 shows the new interchange in the vicinity of Coles street on the east side of downtown. For the eastbound movements, direct connectors with one lane in each direction

would be added to connect Loop 375 Border Highways West Extension to Coles Street, Delta Drive, and Paisano Drive. New at-grade ramps would be added for the westbound movements.

Bicycle and Pedestrian Access

The Revised Preferred Alternative would not impact any existing hike and bike trails or bike access. Sidewalks would not be provided along the proposed access-controlled facility. As a result of design changes since the State Draft EIS to provide additional access to downtown, the existing sidewalk between Campbell Street and Oregon Street would be removed to accommodate the proposed construction of a controlled-access facility. The sidewalk design has been coordinated with the City of El Paso, and existing pedestrian movements would be accommodated on the local sidewalk network.

Description of Associated Drainage Ponds

The Revised Preferred Alternative and additional information provided in the December 2012 Preliminary Engineering Drainage Report resulted in changes to the proposed drainage design. Pond sizes, depth, and locations were updated as necessary to meet drainage needs. The design for the Revised Preferred Alternative has changed to 13 drainage ponds (38.06 acres) to handle drainage of the proposed roadway improvements. This is 2 drainage ponds and 10 acres less than previously identified in the State Draft EIS. These drainage ponds are at various locations along the proposed facility and would result in a total of seven commercial displacements. The drainage pond sites are shown on **Exhibit 1** and described as follows:

- Pond PA-B1, west of Racetrack Drive and north of Doniphan Drive, 0.97 acres, 3 feet depth;
- 5 Ponds on CEMEX property from west to east:
 - Pond PA-B2, 2.12 acres, 3 feet depth;
 - Pond PA-B3, 2.62 acres, 3 feet depth;
 - Pond PA-B4a, 0.97 acres, 3 feet depth;
 - Pond PA-B4b, 1.34 acres, 3 feet depth; and
 - Pond PA-B5, 11.85 acres, 3 feet depth;
- Pond PA-B6, on ASARCO property, 1.97 acres, 10 feet depth;
- Pond PA-B7, north of Paisano Drive and US 85, west of Rescue Mission, 2.02 acres, 3 feet depth;
- Pond PA-B8, east of Globe Mills, west of Yandell, 3.97 acres, 3 feet depth;
- Pond PA-A1, north of Paisano Drive at SunMetro site, 1.87 acres, 2 feet depth;
- Pond PA-A2, south of Paisano Drive, north of rail yard, 2.32 acres, 2 feet depth;
- Pond PA-A3, east of Santa Fe Street at Montestruc Street, 3.51 acres, 6 feet depth; and
- Pond PA-A4, north of Paisano Drive at Cotton Street, 2.57 acres, 3 feet depth.

The Preliminary Engineering Drainage Report prepared in December 2012 is on file and available for review at the TxDOT El Paso District office and the project website (<http://www.txdot.gov/inside-txdot/projects/studies/el-paso/border-highway-west.html>).

CHAPTER 3: AFFECTED ENVIRONMENT

The affected environment section lists the existing environmental conditions that did not change, as well as provides additional information for resources that required updated information that became available after the approval of the State Draft EIS.

Resources with No Changes

The following sections have no changes from the information presented in the State Draft EIS to the State Final EIS; therefore, updates are not warranted for:

- Section 3.1; Page 3-1: Land Use;
- Section 3.3; Page 3-23: Existing Noise Environment;
- Section 3.5; Page 3-32: Geology and Soils;
- Section 3.6; Page 3-36: Water Quality;
- Section 3.7; Page 3-39: Waters of the U.S., Including Wetlands;
- Section 3.8; Page 3-42: Wild and Scenic Rivers;
- Section 3.9; Page 3-42: Ecological Resources;
 - Section 3.9.5; Page 3-51: Updated TXNDD review was obtained 2/1/2013; analysis provided in State Draft EIS remains valid for Revised Preferred Alternative.
- Section 3.11; Page 3-70: Hazardous Materials; and
- Section 3.12; Page 3-77: Visual and Aesthetic Quality.

Resources with Changes or Updates in Available Data

The following sections of the State Draft EIS were evaluated and updated to reflect the Revised Preferred Alternative.

Community, Social, and Economic Conditions

Due to updates in the U.S. Department of Health and Human Services (DHHS) poverty guidelines, the following sections have been analyzed and updated for the social and economic study area, as defined in Chapter 3 of State Draft EIS on Page 3-1. Although one additional census block group (BG) is now reported to be below the 2013 DHHS poverty guidelines, the overall determination of no adverse effect to Environmental Justice (EJ) communities made in the State Draft EIS is still valid.

Section 3.2.1.1; Page 3-13: Median Household Income and Poverty Status

On January 24, 2013, poverty guidelines were updated by the DHHS. The poverty guideline for a family of four was updated from \$23,050 (2012) to \$23,550 (2013). One additional census block group (BG), in addition to what was reported in the State Draft EIS (Census Tract (CT) 30.00, BG 1), is now shown to be below the DHHS poverty level guidelines (2006-2010 American Community Survey [ACS]). There have been no changes to the determinations presented in the State Draft EIS for environmental justice (EJ) communities

Section 3.2.1.2; Page 15: Environmental Justice Profile

One additional census BG (CT 30.00, BG 1) than was reported in the State Draft EIS is now shown to be below the DHHS poverty level guidelines (2006-2010 ACS). A total of 41 BGs within the study area now report a household median income below that of the 2013 DHHS poverty

guidelines. There have been no changes to the determinations presented in the State Draft EIS for environmental justice (EJ) communities.

Climate and Air Quality

Section 3.4.2; Page 3-29: Relevant Pollutants

The primary National Ambient Air Quality Standards (NAAQS) for Particulate Matter 2.5 microns (PM_{2.5}) listed in Table 3-15 (Page 3-29) of the State Draft EIS are no longer valid. These standards were updated per the U.S. Environmental Protection Agency (EPA) revisions to the NAAQS that became effective on December 14, 2012. The EPA strengthened the annual primary NAAQS for fine particles to 12 micrograms per cubic meter (µg/m³). The annual secondary NAAQS level for PM_{2.5} remains at 15 µg/m³, as shown in **Table 3-1**.

Table 3-1: Particulate Matter NAAQS

Pollutant [Final Rule Date]		Primary/ Secondary Standard	Averaging Time	Level	Form
Particle Pollution [Dec. 14, 2012]	PM _{2.5}	Primary	Annual	12 µg/m ³	Annual mean, averaged over 3 years
		Secondary	Annual	15 µg/m ³	Annual mean, averaged over 3 years
		Primary and Secondary	24-hour	35 µg/m ³	98 th percentile, averaged over 3 years
	PM ₁₀	Primary and Secondary	24-hour	150 µg/m ³	Not to be exceeded more than once per year on average over 3 years

Source: <http://www.epa.gov/air/criteria.htm>, accessed 02/12/2013

Section 3.4.2.7; Page 3-31: Regional Compliance

This project is located within the area of El Paso County that has been designated by EPA as a moderate nonattainment area for PM₁₀ NAAQS and as attainment-maintenance for CO NAAQS; therefore, the transportation conformity rules apply. Although the project is not in the 2013-2016 TIP, it is consistent with the regional emissions analysis for the currently conforming Mission 2035 Metropolitan Transportation Plan (MTP), as revised, and the 2013-2016 TIP, in accordance with 40 CFR 93.121(a)(2); therefore, conformity requirements have been satisfied. Both the MTP and the TIP were found to conform to the Texas Commission on Environmental Quality (TCEQ) State Implementation Plan (SIP) by FHWA on January 28, 2011 and November 1, 2012, respectively. Copies of the applicable MTP page are included in **Appendix B**.

Cultural Resources

Section 3.10.2.2; Page 3-65: Previously Recorded Sites

Two previously recorded archeological sites were inadvertently left out of the archeological discussion included in Chapter 3 of the State Draft EIS (Page 3-65 to 3-66), but were included in the Chapter 4 (Page 4-70 to 4-74) impact analyses and all agency coordination. **Table 3-2** includes the two sites to be added to the list of previously recorded sites documented in Chapter 3 of the State Draft EIS.

Table 3-2: Archeological Sites within the Study Area

Designation	Date Documented	Type and Description	Relation to Study Area	Register Status
41EP4673	1999	Franklin Canal	Within study area	Listed as NRHP* district
41EP6782	2011	Buried household debris scatter possibly relating to the 1881-1893 Fort Bliss Period	Within study area	Unknown

Source: Texas Historical Commission (THC) Archeological Sites Atlas and the Texas Historic Sites Atlas; 2012

*National Register of Historic Places (NRHP)

CHAPTER 4: ENVIRONMENTAL CONSEQUENCES

The Environmental Consequences section lists the environmental resource analysis and impacts that have not changed and those that have changed since the approval of the State Draft EIS.

Resources with No Changes

The following sections of the State Draft EIS were evaluated and it was determined that updated, factual corrections or revisions due to the Revised Preferred Alternative were not required. No changes in potential impacts were identified in the State Draft EIS for the resources listed below.

- Section 4.5; Page 4-47: Geology and Soils;
- Section 4.8.2; Page 4-61: Wildlife Impacts;
- Section 4.8.3; Page 4-62: Updated TXNDD review was obtained 2/1/2013; analysis provided in State Draft EIS remains valid for Revised Preferred Alternative.
- Section 4.11; Page 4-101: Visual and Aesthetic Quality Impacts;
- Section 4.12; Page 4-104: Energy Impacts; and
- Section 4.14; Page 4-105: Relationship of Local Short-Term Uses Versus Long-Term Productivity.

Resources with Changes or Updates in Available Data

The following sections of the State Draft EIS were evaluated and it was determined that changes are required in order to provide additional explanations, include updated information, and to address modifications with the Revised Preferred Alternative. It should be noted that proposed construction easements were included as part of the footprint of the proposed project that was originally coordinated with the resources agencies.

Land Use

Section 4.1.4; Page 4-4: Special Right-of Way Acquisitions: Chapter 26 of the Texas Administrative Code

Impacts are anticipated at one public park (Chihuahuita Park) from Revised Preferred Alternative. Approximately 0.2 acre of the park would be impacted. Impacts to the park were unavoidable in this area, due to the need for the facility to go under the Port-of-Entry (POE) bridge, and immediately cross over a rail line, the U.S.-Mexico border fence and the Franklin Canal. Other Alternatives were not found to be feasible or prudent due to lack of public and agency support and higher levels of environmental impacts. Enunciated local preference was given by both the City of El Paso and the community of Chihuahuita for the Preferred Alternative. The community of Chihuahuita preferred this alternative because it would have a lower impacts on community cohesion by not dividing the community or limiting access to it. The Context Sensitive Solutions (CSS) process was also utilized during planning to minimize harm and gather local input on design considerations. Both the City of El Paso and representatives of the Chihuahuita community participated in this process.

A Notice of Availability (NOA) for the Draft EIS was published in the Texas Register, and a public hearing notices were published four times in both the El Paso Times and El Diario de El Paso newspapers in accordance with Chapter 26. Chapter 26 does not prohibit the use of parkland if findings are made that justify the approval of a program or project. It should be noted that the determination can only be made after notice and a public hearing have been held.

Community, Social, and Economic Impacts

Section 4.2.1; Page 4-5: ROW Acquisition and Potential Displacements

There have been changes in the needed ROW acreages and potential displacements resulting from alignment changes with the Revised Preferred Alternative, as well as changes to the associated drainage ponds (**Table 4-1**). Additionally, temporary construction easements for the proposed project were not included in the State Draft EIS and have now been identified. **Exhibit 1** shows the potential displacements for the Revised Preferred Alternative. The Revised Preferred Alternative includes 10 less commercial displacements and one more residential displacement. The Revised Preferred Alternative also requires approximately 10.51 acres of additional ROW for the proposed alignment and approximately 4.68 additional acres for temporary construction easements.

Table 4-1: Right-of-Way (ROW) Acquisition and Potential Displacements

Displacements	Revised Preferred Alternative		
	Roadway	Drainage Ponds	Total
Proposed ROW (acres)	106.87	38.06	144.93
Residential Buildings	3	0	3
Commercial Buildings	25	7	32
Total Displacements	28	7	35
ROW for Temporary Construction Easements (acres)	4.68	0	4.68

Source: Study Team 2013

Real estate data from the El Paso Metropolitan Statistical Area (MSA) demonstrates the opportunity for displaced businesses (office space, retail, or industrial) and residences (single- and multi-family) to be relocated to new locations in the study area. The results of the analysis provided in the State Draft EIS hold true for the Revised Preferred Alternative.

Due to the updated 2013 DHHS poverty guidelines, the following sections have been analyzed and updated for the study area:

- Section 4.2.3; Page 4-9: Toll Road Considerations;
 - Subsection; Page 4-10: Toll Rate and Economic Impact of Tolls ;
- Section 4.2.8; Page 4-28: Impacts to Social Groups: EJ Considerations;
- Section 4.2.10; Page 4-29: Economic Impacts;
 - Subsection; Page 4-30: Effects of Tolling on EJ Populations;
 - Subsection; Page 4-30: Origin-Destination Analysis; and
 - Subsection; Page 4-33: Toll Rate and Economic Impacts of Tolls.

An analysis of the above listed sections using the updated 2013 DHHS poverty guidelines (\$23,550) did not provide a different outcome from the analyses presented in the State Draft EIS. Therefore, the determination that the proposed project would not result in disproportionately high or adverse impacts to EJ populations is still valid for the Revised Preferred Alternative.

Section 4.2.5; Page 4-12: Impacts to Travel Patterns and Accessibility

As a result of comments received at the November 15, 2012, public hearing and subsequent coordination with the City of El Paso (a participating agency), TxDOT has revised the westbound access between Park Street and Santa Fe Street. After further evaluation of traffic circulation and other planned downtown improvements such as the City of El Paso Streetcar project, a collaborative solution has been developed to best serve the overall downtown access needs.

Proposed access changes in the downtown area are as follows:

Santa Fe, Mesa, Kansas, and Park Streets would end at cul-de-sacs, or turnarounds, to maintain access to the properties in the city block closest to the proposed facility. Access into the downtown area would be provided from the westbound lanes of the proposed project to Campbell Street and Oregon Street with a right-in turning movement, while travelers would be able to leave the downtown area using a right-out turning maneuver onto the westbound lanes of the proposed facility at Campbell Street.

Bicycle and Pedestrian Accommodations; Page 4-17

Proposed bicycle and pedestrian accommodations have changed as follows:

Existing sidewalks from Santa Fe Street to Campbell Street would be removed to allow for an additional auxiliary lane, which has been coordinated with the City of El Paso. This would eliminate safety concerns that could arise from the vehicle weaving areas needed to provide egress and ingress to the downtown Central Business District. Because pedestrians are not permitted to walk (per Texas Transportation Code 545.0651) on a controlled-access facility sidewalks have not been proposed in this area. Sidewalks are proposed along Doniphan Drive and the Coles-Paisano Interchange. Where sidewalks are considered, they would be compliant with the Texas Accessibility Standards, the Americans with Disabilities Act Accessibility

Guidelines, and TxDOT's bicycle and pedestrian standards. Consolidating access to the downtown Central Business District would be complimentary to the pedestrian-, transit-, and bicycle-friendly plans proposed by the City of El Paso.

Effects of Property Acquisition and Business Relocations to EJ Populations; Page 4-33

The Revised Preferred Alternative would result in three single-family residential displacements. Two of these displacements are located within the Chihuahuita community, and one is located along the Coles-Paisano Interchange at Ward Street. The Revised Preferred Alternative would also result in a total of 32 commercial displacements. Thirteen of the commercial displacements are located north of the Yandell Bridge near the intersection of Paisano Drive and Ruhlen Court. Another 12 commercial displacements are concentrated in the area of the Coles-Paisano Interchange and are scattered along Paisano Drive. The other seven commercial displacements are scattered along the project ROW. The locations of all potential displacements are shown on **Exhibit 1**. In addition, approximately 0.20 acre of the Chihuahuita Park would be impacted by the Revised Preferred Alternative. The park would continue to function for the community of Chihuahuita, and the proposed area to be impacted is in the back corner of the park that does not include recreation equipment or court areas.

All of the potential displacements would take place within an area defined as minority and low-income. The results of the EJ analysis provided in the State Draft EIS hold true for the Revised Preferred Alternative. The proposed project would have an overall beneficial impact by improving mobility and access in the study area. The proposed project is expected to enhance mobility, facilitate congestion management during peak travel periods, and reduce traffic on local arterials and collector streets. Consolidating access to the downtown El Paso district would be pedestrian and bicycle friendly as it would reduce the amount of traffic on these types of facilities. There are no project-related impacts from an increase in traffic on local arterials and collector streets to EJ populations as an increase in traffic on these types of facilities are not expected. Total avoidance of project impacts to the identified minority and low-income populations in the study area would not be possible within El Paso County, as the county is comprised predominantly of minority and low-income populations.

Traffic Noise

Section 4.3; Page 4-36: Traffic Noise Impacts

The State Draft EIS presented predicted traffic noise levels for the design year (2035) modeled at receiver locations that represented the land use activity areas adjacent to all four Reasonable Alternatives. The State Draft EIS committed to analyzing what noise abatement measures, if any, would be considered for the Preferred Alternative. Due to the minor design changes, an updated noise analysis was conducted in accordance with TxDOT's *2011 Guidelines for Analysis and Abatement of Roadway Traffic Noise* to assess the potential noise impacts of the Revised Preferred Alternative.

Predicted traffic noise levels for the design year (2035) were modeled at 16 receiver locations that represent the land use activity areas adjacent to the proposed project that might be impacted by traffic noise and would potentially benefit from feasible and reasonable noise abatement. FHWA traffic noise modeling software and traffic data approved by TxDOT's Transportation Planning and Programming Division in September 2012 were used to estimate the predicted traffic noise levels at the receiver locations shown on **Exhibit 1**. The Traffic Noise

1 Technical Report for the proposed project is on file and available for review at the TxDOT
2 El Paso District office and the project website.

3
4 Results of the traffic noise analysis indicate that the Revised Preferred Alternative would result
5 in a traffic noise impact. Therefore, the following noise abatement measures were considered:
6 traffic management, alteration of horizontal or vertical alignments, acquisition of undeveloped
7 property to act as a buffer zone, and the construction of traffic noise barriers.

8
9 Before any abatement measure can be proposed for incorporation into the proposed project, it
10 must be both feasible and reasonable. In order to be "feasible," the abatement measure must be
11 able to reduce the noise level at greater than 50% of the impacted, first-row receivers by at least
12 5 A-weighted decibels (dB(A)); and to be "reasonable," it must not exceed the cost-effectiveness
13 criterion of \$25,000 for each receiver that would benefit by a reduction of at least 5 dB(A). Also,
14 the abatement measure must be able to reduce the noise level of at least one impacted,
15 first-row receiver by at least 7 dB(A). None of the above noise abatement measures would be
16 both feasible and reasonable; therefore, no abatement measures are proposed for the project.

17 18 **Climate and Air Quality Impacts**

19 The proposed project is located in the part of El Paso County that is determined to be in moderate
20 non-attainment for Particulate Matter-less than 10 microns and in maintenance for the 8-hour
21 carbon monoxide NAAQS; therefore, the transportation conformity rule applies. On October 29,
22 2012, the TCEQ provided comments on the proposed project confirming that transportation
23 conformity rules would apply (**Appendix A-2**), they issued no other comments on the proposed
24 project. The qualitative climate and air quality analysis presented in the State Draft EIS remains
25 valid for the Revised Preferred Alternative (State Draft EIS, Page 4-40). Since the State Draft EIS
26 approval, the references to the current MTP and TIP require an update. The MTP and TIP
27 updated references are included in the amended language below:

28 29 Section 4.4.2.1; Page 4-40: Criteria Pollutants

30 Although the project is not in the 2013-2016 TIP, it is consistent with the regional emissions
31 analysis for the currently conforming Mission 2035 MTP, as revised, and the 2013-2016 TIP, in
32 accordance with 40 CFR 93.121(a)(2); therefore, conformity requirements have been satisfied.
33 Both the MTP and the TIP were found to conform to the TCEQ SIP by FHWA on January 28,
34 2011 and November 1, 2012, respectively. Copies of the applicable MTP page are included in
35 **Appendix B**.

36 37 **Water Resources Impacts**

38 Section 4.6.1.2.; Page 4-52: Stormwater Management

39 Changes in the Revised Preferred Alternative and additional information provided in the
40 December 2012 Preliminary Engineering Drainage Report required updates in the proposed
41 drainage design. Pond sizes, depth, and locations were updated as necessary to meet
42 drainage needs. The proposed design for the Revised Preferred Alternative includes 13 drainage
43 pond sites to handle drainage of the proposed roadway improvements. In addition, new
44 conveyance systems not previously discussed in the State Draft EIS were identified in the
45 Preliminary Engineering Drainage Report.

Proposed new components of the drainage system would be located along two segments of the project. Segment A extends from Spur 1966 to Santa Fe Street, while Segment B extends from Racetrack Drive to the existing Yandell Bridge. Runoff from the proposed project would be collected by a series of storm sewer systems discharging to either the proposed ponding areas or existing Rio Grande outfalls. Proposed drainage structures along both segments would include trunklines located beneath the bridge deck and running parallel to the roadway alignment, consisting of deck drains, polyvinyl chloride (PVC) pipes and/or steel pipes. These pipes would be hung from the bridge structures, drop at certain columns, and be connected to underground storm sewer reinforced concrete pipes (RCPs) discharging to the ponding areas. The Preliminary Engineering Drainage Report is on file and available for review at the TxDOT El Paso District office and the project website.

Impacts to Waters of the U.S., Including Wetlands

Impacts to waters of the U.S. presented in the State Draft EIS were determined using the National Agricultural Imagery Program 2008 1-meter aerial photographs from the Texas Natural Resources Information System, National Wetland Inventory (NWI) maps, and published soil survey maps. Geographic information system data from the Texas General Land Office were used to determine the location and acreage of potential wetlands within each reasonable alternative. Although delineation was not completed, a site visit was made to verify locations of resources.

Per commitments in the State Draft EIS (Section 4.7.2; Page 4-57), a wetland delineation was conducted for the Revised Preferred Alternative in January 2013. The delineation resulted in the identification of eight water features. No special aquatic sites (wetlands) were identified within the ROW of the Revised Preferred Alternative. The delineated features identified within the ROW of the Revised Preferred Alternative are described in **Table 4-2** and shown on **Exhibit 3**. The U.S. Army Corps of Engineers (USACE) September 2008 *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region* was used for the delineation. Seven features within the project area show a hydrologic connection to waters of the U.S. as defined by the USACE. These features are considered to be jurisdictional. Impacts to these features may require coordination with the USACE. A copy of the 2013 Wetland Delineation Technical Report is on file and available for review at the TxDOT El Paso District office and the project website.

Water 6 is a compound stream. Pilings are proposed to be placed within Water 6 resulting in the placement of approximately 0.002 acre of fill into a water of the U.S. at this location.

Table 4-2: Delineated Water Features and Potential Impacts within the Project ROW

Feature ID	Classification	Linear Feet within the Project ROW*	Acres within the Project ROW*	Proposed Impacts (acres)
Water 1	Intermittent	55.40	0.01	0.0
Water 2	Intermittent	229.16	0.07	0.0
Water 3 (Hart's Mill Arroyo)	Ephemeral	455.27	0.16	0.0
Water 4	Ephemeral	96.67	0.01	0.0
Water 5	Ephemeral	320.30	0.02	0.0
Water 6	Intermittent/Compound Stream	465.00	1.78	0.002
Water 7 (American Canal)	Perennial	1327.87	1.14	0.0
Water 8 (Franklin Canal)	Intermittent	306.00	0.21	0.0
TOTAL		2790.67	3.40	0.002

Source: Study Team 2013

Permits

Section 4.7.2.1; Page 4-57: Permits

The proposed project would result in the placement of less than 0.10 acre of temporary or permanent dredge or fill material into waters of the U.S., and would meet the criteria and general conditions for Nationwide Permit (NWP) 14 for Linear Transportation Projects. Because anticipated impacts are below 0.10 acre and no fill would be placed in special aquatic sites (wetlands), notification to the USACE in the form of a pre-construction notification (PCN) or Section 404 Individual Permit application would not be required.

Ecological Impacts

Section 4.8.1; Page 4-58: Vegetation Impacts

Changes in the Revised Preferred Alternative ROW required that potential vegetation impacts for the proposed alignment be re-quantified. Permanent and temporary impacts have been identified for the Revised Preferred Alternative in the Abbreviated State Final EIS.

The ROW for the Revised Preferred Alternative was evaluated during a January 2013 field survey by a qualified biologist. According to the Texas Parks and Wildlife Department's (TPWD) *The Vegetation Types of Texas*, the proposed project is located in the "crops" (Type 44) vegetation type. The habitat observed within the project limits does not match the crops vegetation type. The habitat types observed within the project limits consist of mesquite-sandsage/shrub, bare ground, and riparian.

Impacts to vegetation were calculated using field reconnaissance mapping and aerial photo interpretations within a geographic information system and are summarized in **Table 4-3**. Areas impacted by the Revised Preferred Alternative are within the footprint of the area studied for the State Draft EIS; therefore, no additional coordination with TPWD would be required. **Appendix A-3** includes both TPWD's comments on the State Draft EIS and TxDOT's response to these comments.

Table 4-3: Impacts to Habitat

Habitat Types	Total Habitat within Proposed ROW (acres)*	Revised Preferred Alternative				
		Permanent Roadway Impacts (acres)	Temporary Roadway Impacts (acres)	Drainage Ponds Impacts** (acres)	Total Permanent Impacts (acres)	Total Temporary Impacts (acres)
Mesquite-Sandsage Shrub	32.92	0.92	32	3.80	4.72	32
Bare Ground	111.65	8.48	103.17	21.40	29.88	103.17
Riparian	2.78	0.002	2.77	0.0	0.002	2.77
Total Habitat	147.35	9.40	137.95	25.20	34.60	137.95
Total Vegetation	35.70	0.92	34.78	3.80	4.72	34.78

Source: Study Team 2013

*This number is the total acres of habitat for both ponds and roadway ROW combined.

** All impacts associated with drainage ponds are considered to be permanent.

Cultural Resources Impacts

Section 4.9.1; Page 4-70: Impacts to Archeological Resources

The review of the Texas Historical Commission (THC) Archeological Sites Atlas (Atlas) and the Texas Historic Sites Atlas was conducted to identify previous archeological investigations as well as archeological sites listed on the National Register of Historic Places (NRHP), State Archeological Landmarks (SAL)s, historic cemeteries, and previously recorded archeological sites located within the ROW (the Area of Potential Effect [APE]) for the Revised Preferred Alternative. The Revised Preferred Alternative contains three archeological sites within or very close to the project ROW and drainage ponds (**Table 4-4**). These archeological sites are not different from what was identified in the State Draft EIS; however, they have been analyzed in more detail for the Revised Preferred Alternative.

Table 4-4: Archeological Sites

Designation	Date Documented	Type and Description	Relation to Study Area (meters)	Register Status
41EP37	1971	Original Fort Bliss location. Also Hart's Mill and THC* markers	Within study area	RTHL**; Listed in NRHP
41EP5792	2006	Bridge support structure remnants from Early 20 th century.	Within study area	Recommended ineligible
41EP4673	1999	Franklin Canal	Within study area	Listed as NRHP district

Source: THC Archeological Sites Atlas and the Texas Historic Sites Atlas; 2012; Study Team 2013

*Texas Historical Commission (THC)

**Recorded Texas Historic Landmark (RTHL)

Site 41EP37 is within the APE of the Revised Preferred Alternative. Site 41EP37 is listed in the NRHP for its association with Simeon Hart and early El Paso settlement and for its association with Old Fort Bliss from 1881-1893. The boundaries of the site were arbitrarily drawn during the 1960s based on perceived above ground features which, included two apartment buildings that are former officers' quarters and the former home of Simeon Hart (most recently a restaurant). In 2012, archeologists uncovered archeological remains of the Old Fort Bliss hospital building within the area of a proposed drainage pond (PA-B8) associated with the Revised Preferred Alternative. The potential for the remains to contribute to the existing NRHP-listing or possible SAL-designation is still unknown. However, impacts to NRHP/SAL-eligible remains were specifically addressed through a compensatory mitigation agreement made between TxDOT and the THC (2013).

Site 41EP5792 is within the APE of the Revised Preferred Alternative and would be directly impacted by the proposed project. This is an early twentieth century bridge support from a former roadway structure. It is not eligible for NRHP-listing or SAL-designation. Therefore, any impacts to this site would not result in an adverse effect to a historic property.

Site 41EP4673, the Franklin Canal, falls within the APE of the Revised Preferred Alternative. This site is part of an NRHP-listed district and is significant as a structure associated with hydro-engineering technology of the nineteenth and twentieth century. It is recorded as an archeological site, though the archeological component is not a contributing element to the district. The canal would be spanned at three locations where it intersects the Revised Preferred Alternative. The proposed design spans both the Franklin Canal and the American

1 Canal Extension with no piers impacting the canals. Therefore, no adverse effects to the
2 Franklin Canal or El Paso County Water Improvement District No.1 are anticipated as a result of
3 the Revised Preferred Alternative.

4
5 In summary, the Revised Preferred Alternative would directly impact NRHP-listed Site 41EP37
6 and non-NRHP-eligible Site 41EP5792. Impacts associated with Site 41EP37 have been
7 addressed in the mitigation agreement between TxDOT and the THC, and impacts associated
8 with Site 41EP5792 would not result in an adverse effect to a historic property. The Revised
9 Preferred Alternative would not directly impact or result in an adverse effect to Site 41EP4673
10 which is associated with an NRHP-listed district. An Interim Report for an Intensive
11 Archeological Survey is on file and available for review at the TxDOT El Paso District office and
12 the project website.

13
14 The National Park Service (NPS) provided comments on the proposed project January 28, 2012
15 (**Appendix A-4**), noting concerns in regards to the El Camino Real de Tierra Adentro National
16 Historic Trail. Approximately 10 miles of the El Camino Real de Tierra Adentro National Historic
17 Trail has been included within the Area of Potential Effect (APE) for cultural resource surveys of
18 the proposed project and the trail was considered under the Historic Resources Survey Report
19 (HRSR), however, was not considered as a historic resource because there was no physical
20 evidence or signage of the trail along US 85 within the project APE. Additionally, no impacts to
21 the La Hacienda building (1720 West Paisano Drive) or the parcel on which it is located would
22 occur as a result of the proposed project. TxDOT's response to NPS comments are also included
23 in **Appendix A-4**.

24
25 State Draft EIS Section 4.9.2; Page 4-74: Impacts to Non-Archeological Historic Resources

26 Historian consultants and TxDOT have conducted appropriate research to identify properties
27 listed in the NRHP. TxDOT has also determined effects to historic properties as is appropriate
28 under the requirements of the Antiquities Code of Texas. On January 17, 2013, TxDOT submitted
29 a coordination package (**Appendix A-5**) for non-archeological resources to the THC for a 30-day
30 review. TxDOT historians will provide appropriate language when coordination is complete.

31 **Hazardous Materials Site Impacts**

32 Section 4.10; Pages 4-81 to 4-99: Hazardous Materials Site Impacts

33 Hazardous materials data presented in Section 4.10 of the State Draft EIS was more than 2-years
34 old. As a result, an updated regulatory database search was conducted in January 2013, and a
35 technical report was prepared for the Revised Preferred Alternative. The Hazardous Materials
36 Technical Report, including excerpts from the Banks Regulatory Database Reports, is on file and
37 available for review at the TxDOT El Paso District office and the project website. A total of
38 39 sites are located within or immediately adjacent to the project ROW. This is 12 less sites than
39 are identified in the State Draft EIS.

40
41 The Revised Preferred Alternative would have moderate to high risks for encountering
42 hazardous materials as a result of the proposed project. Thirty-nine regulated sites were
43 identified within or near the Revised Preferred Alternative (**Exhibit 3**). The regulated sites create
44 a higher potential for encountering hazardous materials contamination during construction. Of
45 the 39 sites located within or immediately adjacent to the project ROW, 11 sites would pose a
46 high risk, 15 sites would pose a moderate risk, and 13 sites would pose a low risk to the
47 proposed project. Impacts would most likely occur on or near documented sites containing

known hazardous materials, such as: ASARCO; SunMetro; CEMEX El Torro Plant; and El Paso Drum.

Asbestos and lead-based paint investigations for all structures impacted by the Revised Preferred Alternative would be addressed during the ROW acquisition process prior to construction. If suspect material is encountered, a mitigation plan for the removal and disposal of materials containing hazardous materials would be developed according to federal, state, and local regulations, including TxDOT standard specifications.

Banks Regulatory database records (2013a, 2013b) indicate that there are no active oil or gas production wells within the study area; however, there is one permitted location that may be impacted by the Revised Preferred Alternative. Due to the inaccuracy of the well bore data, additional verification of the absence, or confirmation of the existence and exact location, of the well site would be required for the Revised Preferred Alternative. If required during the ROW acquisition and negotiation process, responsible well operators and owners would be contacted to determine appropriate actions to take for each site. Any wells that would be plugged and abandoned would be done according to applicable plugging and supervision requirements provided in the Texas Administrative Code (TAC), Title 16, Part 1, Chapter 3, Section 3.14 under the jurisdiction of the Railroad Commission of Texas.

The Revised Preferred Alternative would cross 16 petroleum and natural gas pipeline segments (**Exhibit 3**). During the final design of the Revised Preferred Alternative, owners and/or operators of these pipelines would be contacted. Exact locations and depths of these lines would need to be established. During ROW negotiation, determinations would be required to make necessary adjustments or relocations of these pipelines. Location and depth of pipelines that would remain in place would need to be marked on the ground (in the field) prior to construction activities, in order to prevent damage to the pipelines. If proper precautions are taken, impacts related to petroleum lines within the project ROW should be minimal.

Potential development associated with the construction of the Revised Preferred Alternative could have additional impacts on potential hazardous materials sites. However, risks can be minimized by conducting Environmental Site Assessments (ESAs) to identify, avoid, and mitigate hazardous materials sites. Further investigation of potential hazardous materials sites within the proposed ROW, including Phase I and Phase II ESAs, if necessary, are recommended during the next phase of project development and prior to ROW acquisition. Coordination with federal and state regulatory agencies for all hazardous materials contamination would be handled in accordance with applicable regulations.

Section 4.16; Page-4-105: Summary of Environmental Impacts

Only resources with updated data and/or changes in potential impacts as a result of the Revised Preferred Alternative are identified in **Table 4-5**. Resources that were determined to not have changes in impacts presented in the State Draft EIS are not included in this table. The approved State Draft EIS is on file and available for review at both TxDOT's ENV and El Paso District offices.

In addition to the quantitative impacts outlined in **Table 4-5**, other qualitative impacts may result from the proposed project including land use changes, and community access changes resulting from the construction of a new location facility. Benefits that would be realized by the

entire community, including minority and low-income populations, include an overall improvement in mobility and congestion relief.

Table 4-5: Summary of Potential Impacts from the Revised Preferred Alternative

Resource	Units of Measure	Value
Displacements		
Residential Buildings	number	3
Commercial Buildings	number	32
Total Displacements	number	35
ROW and Easements		
Proposed ROW	acres	144.93
Proposed Temporary Construction Easements	acres	4.68
Noise		
Representative Noise Receivers	number	16
Waters of the U.S.		
Water 1 (Intermittent)	acres	0.0
Water 2 (Intermittent)	acres	0.0
Water 3 (Hart's Mill Arroyo; Ephemeral)	acres	0.0
Water 4 (Ephemeral)	acres	0.0
Water 5 (Ephemeral)	acres	0.0
Water 6 (Intermittent/Compound Stream)	acres	0.002
Water 7 (American Canal; Perennial)	acres	0.0
Water 8 (Franklin Canal; Intermittent)	acres	0.0
Vegetation/Habitat		
Mesquite-Sandsage Shrub	acres	4.72
Bare Ground	acres	29.88
Riparian	acres	0.002
Total Habitat	acres	34.60
Total Vegetation	acres	4.72
Cultural Resources		
Listed Archeological Resources within APE	number	1
Potential for Unrecorded Historic Period Archeological Resources	Low, Moderate, or High	Moderate to High
Effects to NRHP-Listed Historic Districts, Including Individually Listed Resources Contributing to a Historic District	Adverse Effect or No Adverse Effect	No Adverse Effect
Listed NRHP Sites	number	0
Hazardous Materials		
Hazardous Materials Sites	number	39

Source: Study Team 2013

Note: Potential Environmental Impacts as presented in the State Draft EIS can be found in Table 4-35 on Page 4-107

CHAPTER 5: INDIRECT AND CUMULATIVE IMPACTS

The Indirect and Cumulative Impacts Analyses Technical Reports, provided as Appendices I and J in the State Draft EIS, were evaluated in February 2013, to determine if the results of the analyses would change with the Revised Preferred Alternative. It was determined that the minor changes in travel patterns and access associated with the Revised Preferred Alternative do not alter the results of the indirect or cumulative impacts analyses. Implementation of the amended *Mission 2035* MTP does not impact the results of the air quality analysis in the cumulative impacts analysis. Because the outcomes of the indirect and cumulative impacts analyses are not affected by the Revised Preferred Alternative, no additional analyses are warranted.

CHAPTER 6: MITIGATION AND PERMITTING

The mitigation and permitting needs discussed in the State Draft EIS were evaluated to determine if the Revised Preferred Alternative required any revisions. USACE permitting and archeological mitigation as coordinated with the THC are the only two areas with changes in mitigation and permitting needs. The updates are described below.

Section 6.5; Page 6-4: U.S. Army Corps of Engineers and U.S. Coast Guard Permitting

The proposed project has been preliminarily designed to avoid all delineated water features within the project ROW to the extent possible during construction by placing the majority of piers and pilings outside the jurisdictional limits of waters of the U.S. Pilings are proposed to be placed within Water 6 (intermittent/compound stream) resulting in the placement of 0.002 acre of fill into a water of the U.S. at this location. The project would result in the placement of less than 0.10 acre of temporary or permanent dredge or fill material into jurisdictional waters of the U.S. and would not result in any fill in special aquatic sites (wetlands). Therefore, a NWP 14 for Linear Transportation Projects could be utilized for the proposed construction activities and would not require a PCN or compensatory mitigation. In areas where temporary fill is needed, the affected areas would be returned to their pre-existing conditions.

Section 6.7; Page 6-5: Floodplains

The International Boundary and Water Commission (IBWC) provided comments on the State Draft EIS in a letter dated November 21, 2012 (**Appendix A-6**). These comments were provided to TxDOT at the Public Hearing. TxDOT's formal response to these comments is provided in the Public Hearing Summary Report provided in **Appendix C-3**. The proposed project will require a license/permit from the IBWC for construction activities within jurisdictional areas. TxDOT will coordinate the project design and drainage study with the IBWC for review and concurrence regarding base flood levels. The IBWC will coordinate with Mexico regarding the project findings.

Section 6.8; Page 6-6: Archeological and Non-Archeological Historic (Cultural) Resources

TxDOT and the THC entered into a compensatory mitigation agreement that allowed TxDOT to mitigate in advance of any potential effects to archeological resources resulting from construction of the proposed Loop 375 Border Highway West Extension Project. The effects to archeological sites under the Antiquities Code of Texas are mitigated through the agreement. The mitigation agreement, however, does not address effects to cemeteries and unmarked burials if discovered, as these are regulated under the Health and Safety Code. Any

effects to cemeteries would have to be addressed separately under the Health and Safety Code. Likewise, the mitigation agreement does not cover review or compliance with federal laws.

CHAPTER 7: AGENCY COORDINATION AND PUBLIC INVOLVEMENT

TxDOT has continued proactive outreach efforts to engage stakeholders and resource agencies as well as provide an open and continuous public involvement process. **Appendix C** includes excerpts from the summaries of the third public scoping meeting, the Context Sensitive Solutions (CSS) process, and the public hearing. These documents are also on file and available for review at the TxDOT El Paso District and the project website.

Since the State Draft EIS was approved, a meeting with affected property owners and a public hearing were held. The following sections describe the additional meeting and hearing held.

Meeting with Affected Property Owners

Affected property owners were identified by the team and mailed invitation letters on October 19, 2012. A meeting with affected property owners (MAPO) was held November 1, 2012, at the Guillen Middle School, located at 900 South Cotton Street, El Paso, Texas. The purpose of the MAPO was to communicate recent revisions to the proposed Coles-Paisano Interchange developed subsequent to the third public scoping meeting. The interchange is in the vicinity of Coles Street and Paisano Drive. It includes eastbound and westbound ramps connecting Loop 375 Border Highway West Extension and Paisano Drive.

A total of 16 people registered their attendance at the MAPO. Additionally, 14 project team representatives were in attendance.

Renderings of the proposed interchange were available for viewing and discussion. A video depiction of traffic on the proposed Loop 375 Border Highway West Extension project starting at Racetrack Drive and ending near US 54 was shown during the meeting. Team members answered questions and engaged in discussions about the interchange design and impacts to adjacent properties. Overall, property owners provided positive feedback on the proposed interchange and the proposed project.

Public Hearing

After the State Draft EIS was approved for circulation, TxDOT made preparations to hold a public hearing. The State Draft EIS was made available at designated locations for the general public more than 47 days before the date of the public hearing and 11 days following the hearing for a 58-day review and circulation period.

The public hearing was held November 15, 2012, at the University of Texas at El Paso (UTEP) Campus, El Paso Natural Gas Conference Center Wiggins Road, El Paso, Texas, 79968. The hearing began with an open house session, which allowed the project team to answer questions and listen to concerns and suggestions of the potentially affected stakeholders. The open house session was followed by a formal presentation and public comment session. Attendees were able to review and comment on the following subjects:

- 1 • the State Draft EIS;
- 2 • the preferred alternative;
- 3 • the range of alternatives;
- 4 • the method and level of detail used for the alternatives analysis, after taking into
- 5 consideration input given during each series of public scoping meetings;
- 6 • information for issue identification and resolution, including information regarding the
- 7 environmental and socio-economic resources located within the study area and the general
- 8 locations under consideration; and
- 9 • updated information regarding changes in the revised Coles-Paisano Interchange and the
- 10 Western Terminus.

11
12 On October 2, 2012, the TxDOT – El Paso District mailed hearing invitation letters to El Paso
13 area federal, state, and local elected and non-elected officials as well as the cooperating and
14 participating agency contacts. On October 15, 2012, a project newsletter, that included a public
15 hearing notice, was sent to property owners in the study area and project stakeholders.

16
17 Notices for the hearing were published in the *El Paso Times* and *El Diario de El Paso*. With the
18 proposed impact to the Chihuahueta Park, two additional notices were published, in accordance
19 with State law, Vernon's Code, Chapter 26.002 of the Texas Parks and Wildlife Code.

20
21 The State Draft EIS public comment period ended November 26, 2012. A total of 27 public
22 comments were received; of those 16 comments were written and 11 were verbal. Attendees
23 were generally in support of the proposed project and its schedule. Positive feedback was
24 received on the need to address congestion, the project's goal of providing improved access
25 along the south side of downtown, and the inclusion of the public in the project process.
26 Several attendees were concerned with plans in the downtown area as it pertained to limited
27 access routes, specifically the proposed closure of Santa Fe Street having a negative impact on
28 businesses. Concerns about increased congestion on Paisano Drive and on the international
29 bridge were also expressed. Others were concerned about impacts to IBWC properties,
30 impacts to historic neighborhoods, and property sales being affected by the project. Some
31 concerns were also raised regarding lighting and the amount of public outreach.

32
33 Subsequent to the public hearing, a Public Hearing Summary and Analysis Report was
34 prepared. An excerpt from the summary report is included in **Appendix C-3**. A complete copy
35 of the Public Hearing Summary and Analysis Report, which is incorporated herein by reference,
36 is on file and available for review at the TxDOT El Paso District office and the project website.
37

CHAPTER 8: DISTRIBUTION LIST

The distribution list provided in the State Draft EIS has been updated per changes in staffing, titles, and addresses. Contacts with updates are listed below. Elected officials and agencies listed in the State Draft EIS that did not have changes will also receive a copy of the Abbreviated State Final EIS for review.

OFFICE/AGENCY	CONTACT NAME	NUMBER OF COPIES SENT
Federal	LTC Antoinette Grant District Commander, Albuquerque District U.S. Army Corps of Engineers 4101 Jefferson Plaza N.E. Albuquerque, NM 87109	1
State	Ms. LaDonna Castanuela Office of the Chief Clerk (MC-105) ASARCO Texas Commission on Environmental Quality P.O. Box 13087 Austin, TX 78711	1
	Chief W. Nim Kidd Asst. Director for Emergency Management Governor's Division of Emergency Management P.O. Box 4087 Austin, TX 78773	1
Local	Mr. Mike Medina Interim Executive Director El Paso Metropolitan Planning Organization 10767 Gateway Blvd. West, Ste. 605 El Paso, TX 79901	1
	Ms. Jane K. Shang Deputy City Manager – Transportation and Public Works City of El Paso 2 Civic Center Plaza El Paso, TX 79901	1
ELECTED OFFICIALS Federal	Senator Ted Cruz U.S. Senate 815 A Brazos, PMB 550 Austin, TX 78701	1

Abbreviated State Final Environmental Impact Statement
 Loop 375 Border Highway West Extension Project

OFFICE/AGENCY	CONTACT NAME	NUMBER OF COPIES SENT
ELECTED OFFICIALS State	Representative Mary Gonzalez Texas State Representative, District 75 Texas House of Representatives RM. E1.218 Capital Extension P.O. BOX 2910 Austin, Texas 78701	1
	Representative Joe Moody Texas State Representative, District 78 Texas House of Representatives RM. E1.216 Capital Extension P.O. BOX 2910 Austin, Texas 78768	1
	Senator Joseph Cervantes New Mexico State Senator, District 31 New Mexico State Senate 2610 South Espina Las Cruces, NM 88001	1
ELECTED OFFICIALS Local	Commissioner Carlos Leon El Paso County Commissioner, Precinct No. 1 500 E. San Antonio Ave., Ste. 301 El Paso, TX 79901	1
	Commissioner Vincent Perez El Paso County Commissioner, Precinct No. 3/TPB Member 500 E. San Antonio Ave., Ste. 301 El Paso, TX 79901	1
Public Display	Clardy Fox Branch Library 5515 Robert Alva Rd. El Paso, TX 79905	1

1

2

1 CHAPTER 9: LIST OF PREPARERS

TxDOT's Environmental Affairs Division	
Mr. Carlos Swonke Director, Environmental Affairs Division	B.S. in Geology with 25 years of experience in environmental planning, natural resource studies, and NEPA document preparation
TxDOT El Paso District	
Mr. Eduardo Calvo Advanced Transportation Planning Director	Civil Engineering Degree, Masters of Science in Engineering and Masters of City Planning with 25 years in transportation planning and engineering, environmental document preparation, project management, construction, and finance
Mr. Jesus Heredia, P.E. Assistant Project Manager	B.S. in Civil Engineering with 12 years of transportation engineering experience in design, traffic operations, construction, and preliminary engineering
Ms. Mimi Horn District Environmental Coordinator	B.S. in City and Regional Planning with 15 years of experience in environmental document preparation, public involvement, permitting, and natural resource surveys
HNTB Corporation	
Mr. Darrin Willer, P.E. Project Manager	B.S. in Civil Engineering with 21 years of experience in transportation planning and design
Ms. Debbie Taylor, CEP Deputy Project Manager	B.S. in Geology with 27 years managing preparation and coordination of NEPA documents for transportation projects
Ms. Allison Pasternak Senior Planner	B.A. Geological Sciences and M.A. Political Science, Environmental Policy, with 16 years of experience in environmental and natural resource management
Ms. Robin Sterry Senior Environmental Planner	B.S. in engineering technology with 28 years of experience in NEPA document preparation, including EIS documentation, permitting, Section 4 and 6(f), noise and air analyses, and EIS documents
Ms. Susan Patterson Senior Environmental Planner	B.S. in Environmental Science with 12 years of experience in NEPA document preparation, wetland delineation and permitting, hazardous materials assessments, and natural resource surveys
Ms. Karen Coopersmith Senior Environmental Planner	B.S. in Environmental Science/Marine Biology and M.S. in Environmental Biology with 17 years of experience in NEPA document preparation, wetland delineation and permitting, hazardous materials assessments, Phase I/II ESAs, Section 4(f) analysis, and natural resource surveys
Ms. Michelle Dippel, RPA Archeologist	B.A. in Archeology and M.A. in Anthropology with 13 years of experience in NEPA project planning and environmental documentation
Mr. Jerry Shadewald Traffic Planning Engineer	B.S. and M.S. in Civil Engineering with 12 years of experience in traffic engineering, forecasting, and operations analysis
Ms. Courtney Filer, AICP Environmental Planner	Masters of Regional and Community Planning with 11 years of planning experience including NEPA document preparation, community impact assessment, indirect and cumulative impacts assessment, and evaluation of socio-economic impacts related to tolling
Ms. Angela McMurray Environmental Planner	B.A. in Geography/Landscape Ecology with 7 years of experience in NEPA document preparation, wetland delineation and permitting, natural resource surveys, and socio-economic analysis
Ms. Maria Pettit, P.E. Senior Environmental Planner	B.S. and M.S. in Civil Engineering with 13 years of experience preparing NEPA documents, performing traffic noise assessments, and air quality analyses for transportation projects
Ms. Lynn Smith Architectural Historian	Master of Architecture with Certificate in Historic Preservation and 12 years of experience in NEPA document preparation, Section 106 Review, Section 4(f) analysis, and preparation of historic resource surveys
Ms. Sally Victor Senior Historian	B.A. in American Studies and M.S. in Community and Regional Planning with over 30 years of experience in conducting historic surveys and documentation of historic resources

Abbreviated State Final Environmental Impact Statement
 Loop 375 Border Highway West Extension Project

Ms. Beth Reed Architectural Historian	B.A. in History and M.S.A.S in Architecture Historic Preservation with 10 years of experience in conducting cultural resource surveys and Section 106, Section 110, and NEPA document preparation and review
Ms. Elizabeth Story Public Involvement Manager	B.A. in Communication with 10 years of experience in leading public involvement programs for transportation projects statewide
Ms. Cynthia Coss Public Involvement Representative	M.A. in International Economic Affairs and B.A. in International Relations with 5 years of experience in community and business outreach with Spanish and French translation and interpretation
Mr. John Williams Environmental Scientist	B.S. in Wildlife and Fisheries Science with 5 years of experience in NEPA document preparation, wetland delineation and permitting, threatened and endangered species surveys, and natural resource surveys
Mr. William Bond Environmental Scientist	B.S. in Environmental, Soil, and Water Science with 2 years of experience in NEPA document preparation, wetland delineation and permitting, hazardous materials assessments, and natural resource surveys
Mr. Sean Wray Sr. GIS Analyst	Ten years of experience in GIS, focused on environmental data collection, geodatabases, and cartography using ESRI ArcGIS
Ms. Brittney Weathers Environmental Planner	B.A. in Political Science and a Master of Urban Planning with 3 years of experience in NEPA document preparation and public involvement on a wide range of projects including EISs, traffic and corridor feasibility studies.
Halff Associates, Inc.	
Mr. Matthew Craig, P.E. Senior Transportation Engineer Project Manager for Preliminary Engineering /Schematic Design	B.S. and M.E. in Civil Engineering with 29 years of experience in transportation planning, design, and environmental services
Mr. Edward Herolt, P.E. Transportation Design Engineer	B.S. in Engineering Design with 17 years of experience in transportation planning, design, and construction
Mr. Kevin Lipnicky, P.E. Civil Engineer Roadway Design Engineer	B.S. and M.S. in Civil Engineering with 6 years of experience in traffic and transportation system analysis, roadway planning, and geometric design
AmaTerra Environmental, Inc.	
Ms. Rachel J. Feit Archeological Principal Investigator	M.A. in Anthropology with over 15 years of experience in the field of cultural resource management, including a broad knowledge of project design, implementation, and management
Ms. Jill S. Madden President / NEPA Program Manager	B.S. in Wildlife and Fisheries Sciences with over 25 years of experience on a wide variety of projects with a focus on NEPA documents
Mr. Bradley R. Hamer Hazardous Services Program Manager	B.S. in Environmental Science and a second major in Biochemistry with over 19 years of experience in Phase I and II property assessments.
Moreno Cardenas Inc.	
Marvin H. Gomez Drainage and Utility Task Leader	B.S. in Civil Engineering, Masters of Science in Engineering, License Professional Engineer, Certified Floodplain Manager, PTOE with 17 years of civil engineering experience in preparing drainage studies, transportation studies, and PS&E

CHAPTER 10: REFERENCES

The following references have been added or updated since the publication of the State Draft EIS:

Banks. 2013a. Banks Regulatory Database Report. Border Highway West Extension Project NW Section, El Paso, TX ES#: 103784. January 15, 2013.

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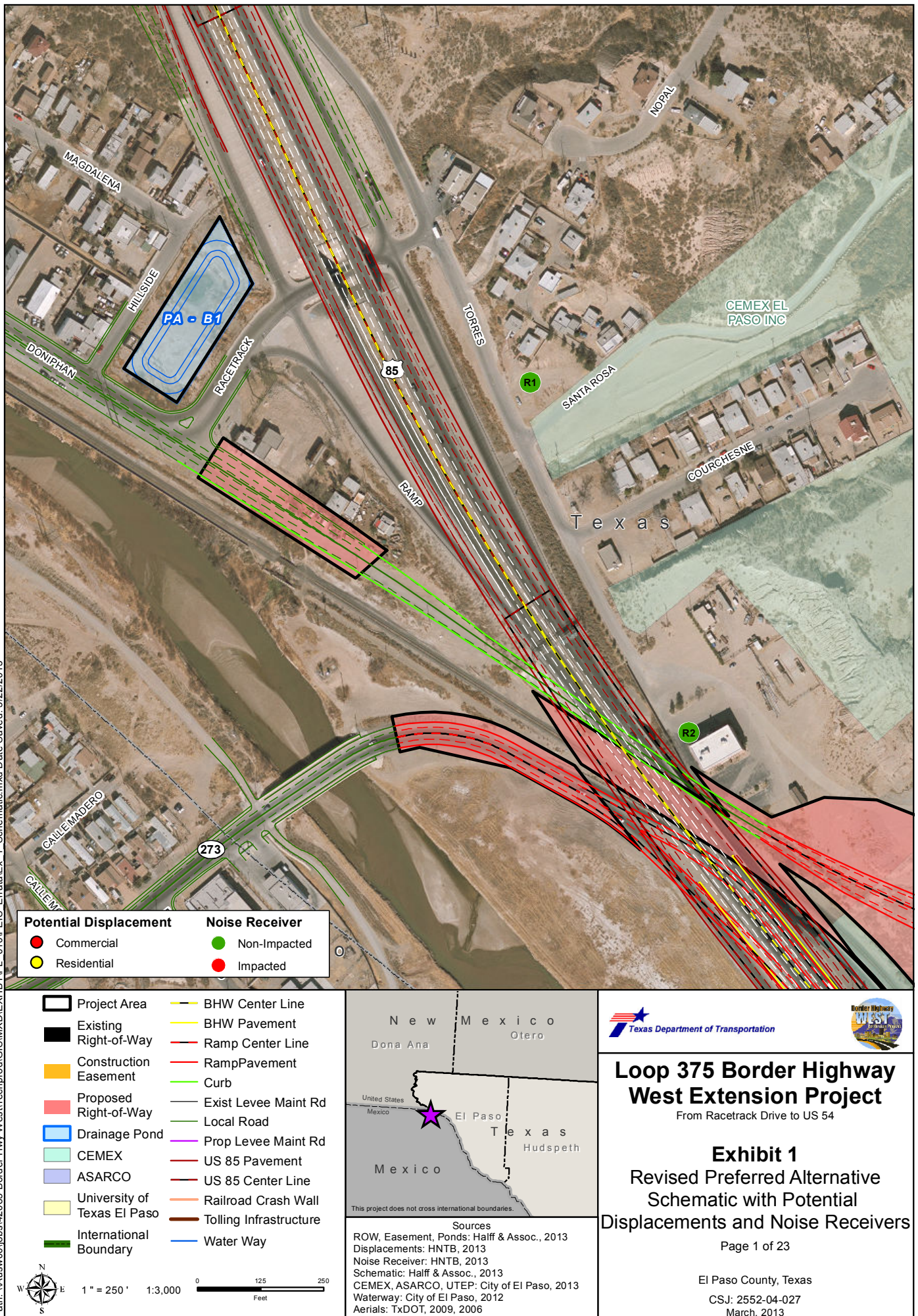
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Texas Custodial Trust. 2011. "Final Remedial Action Work Plan: Former ASARCO Smelter, El Paso, Texas." April 2011. Malcolm Pirnie.

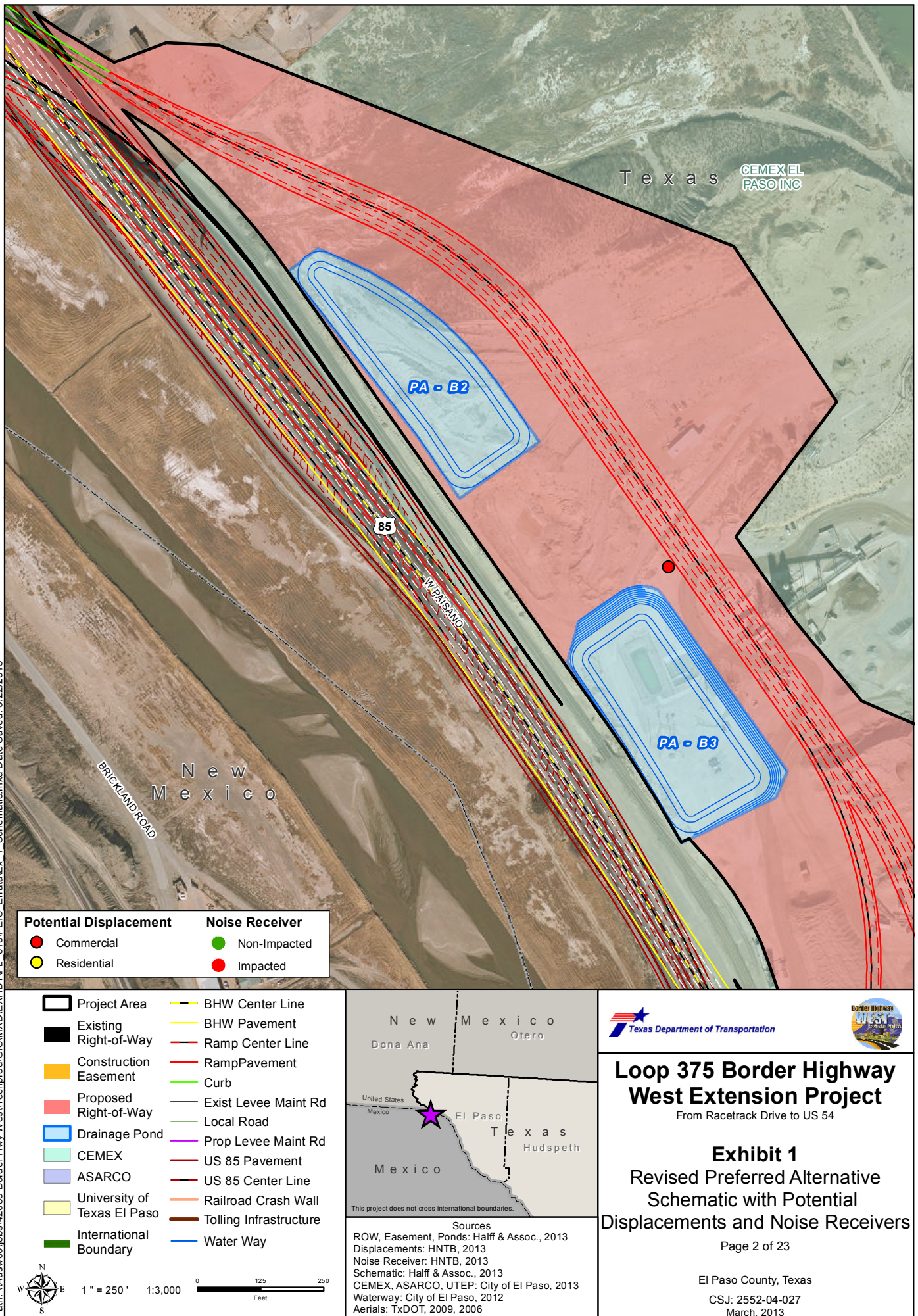
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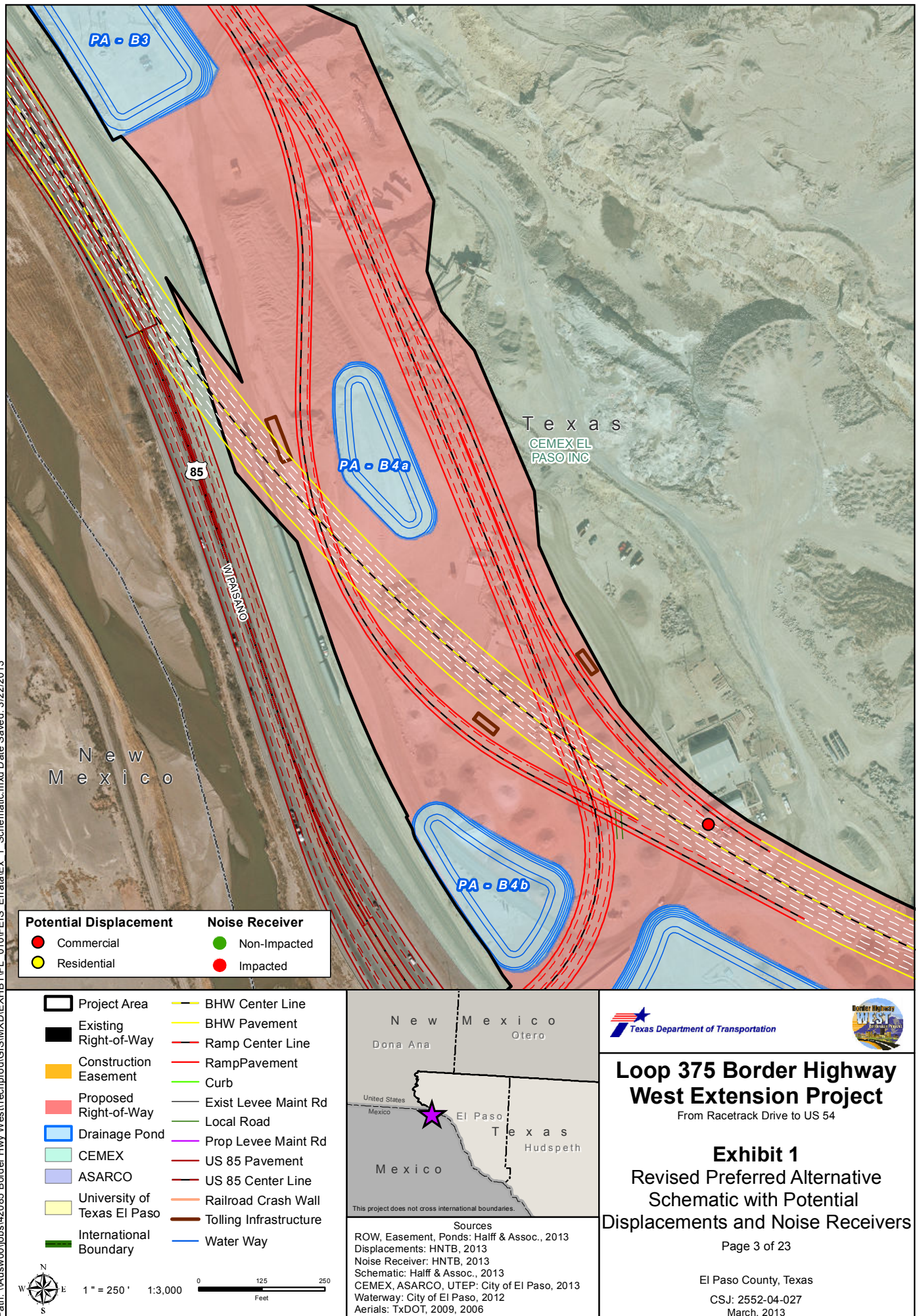


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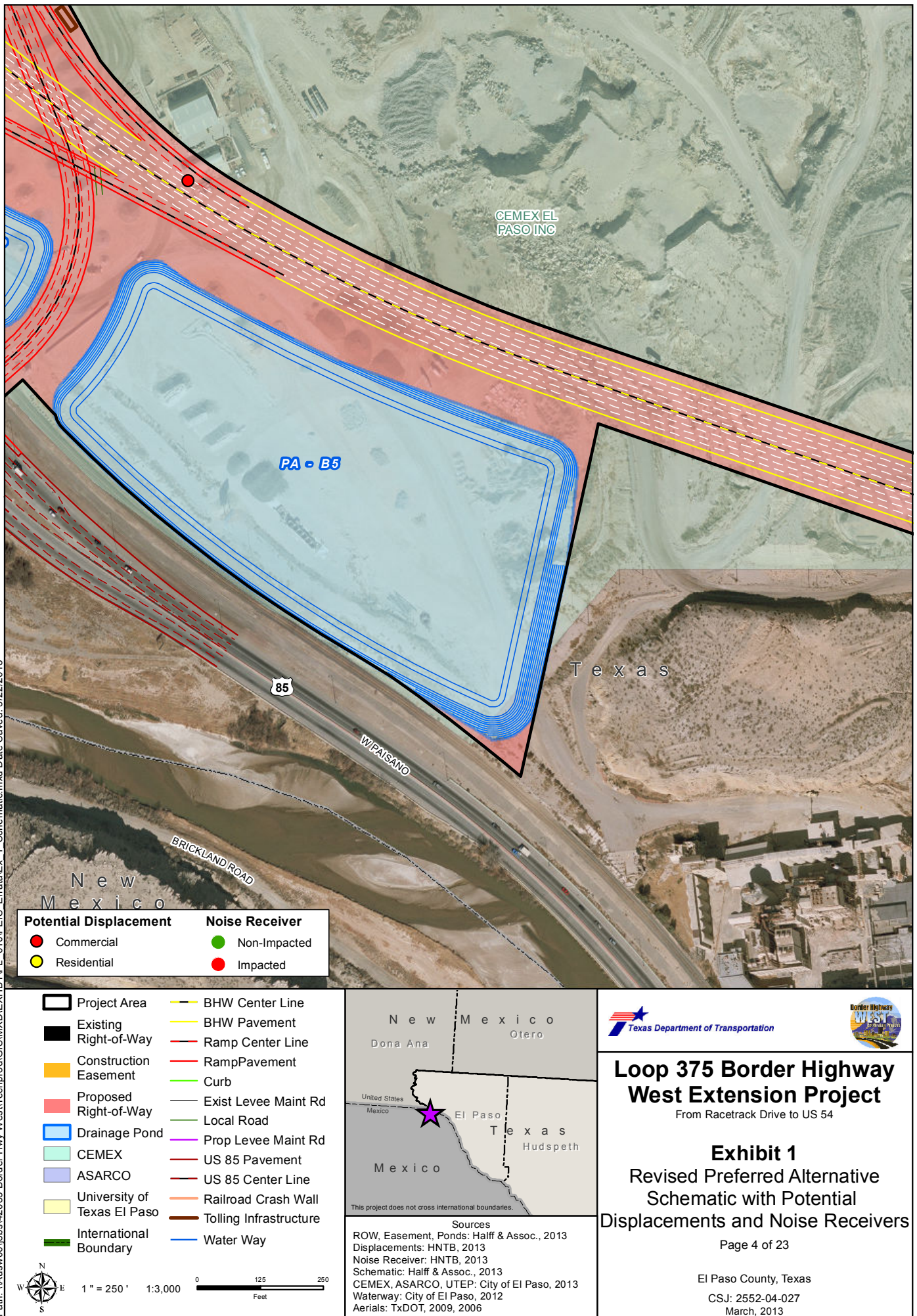


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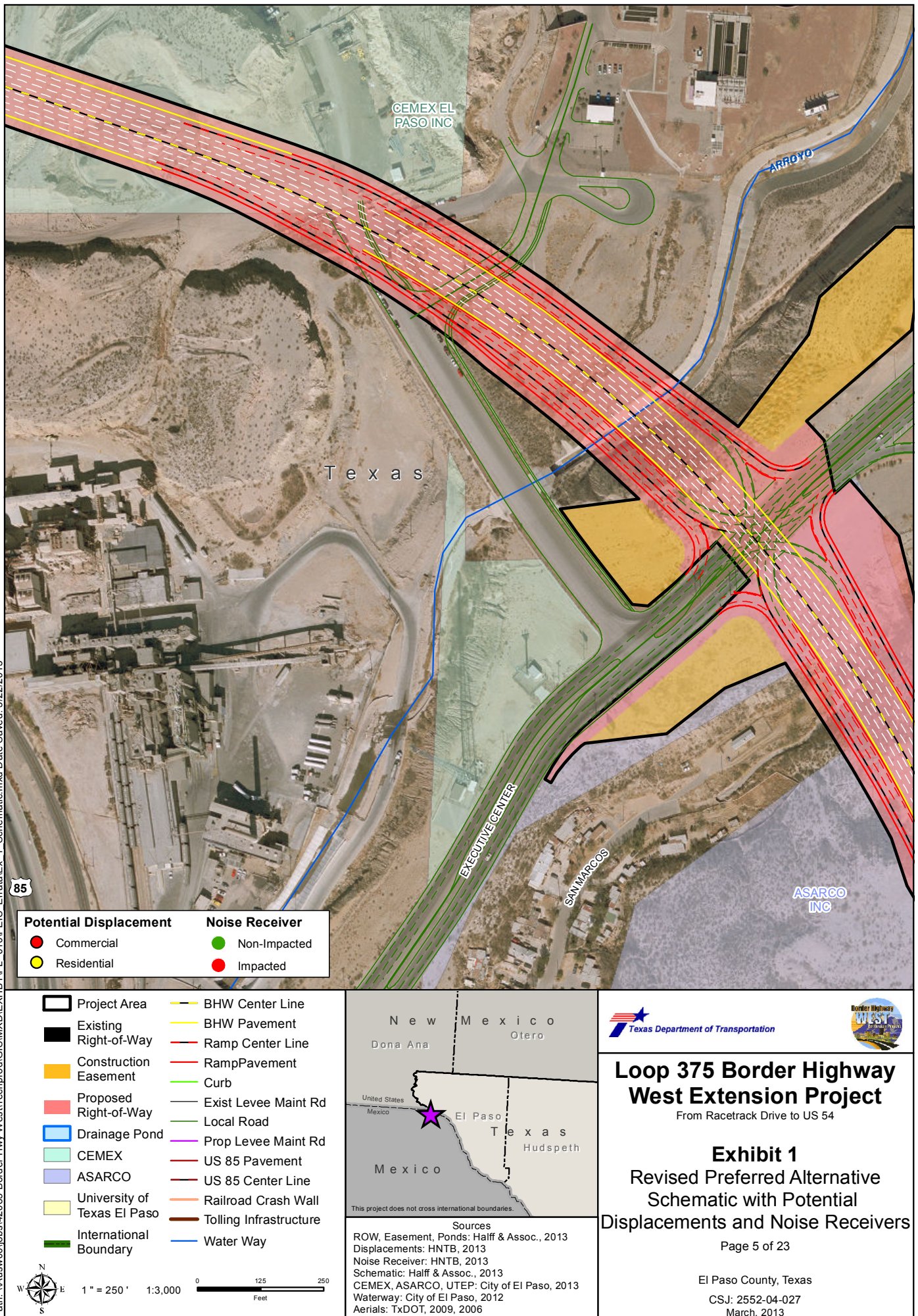


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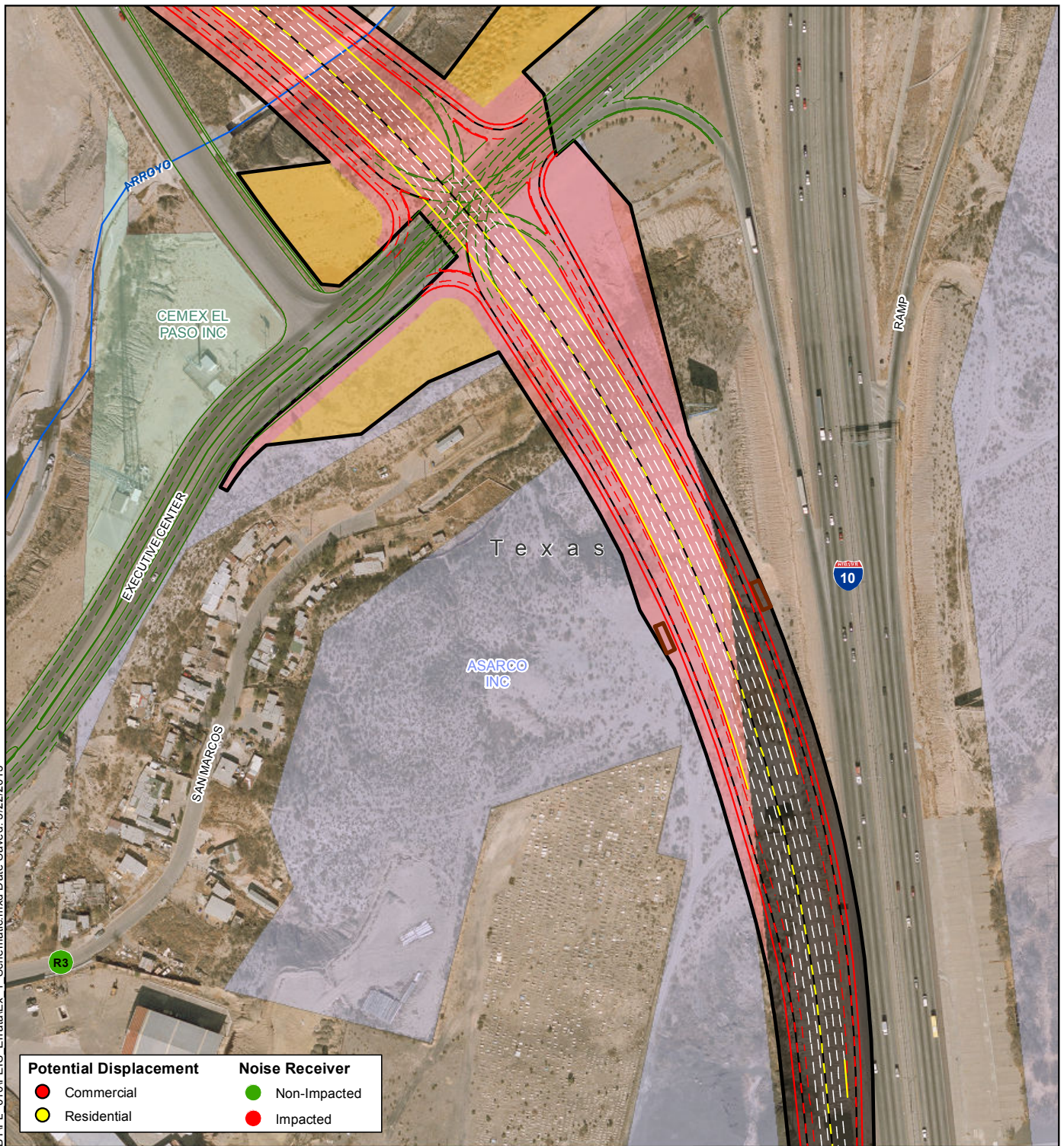
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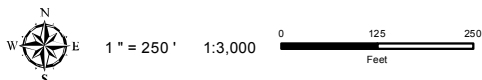


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Potential Displacement	Noise Receiver
● Commercial	● Non-Impacted
● Residential	● Impacted

 Project Area	— BHW Center Line
 Existing Right-of-Way	— BHW Pavement
 Construction Easement	— Ramp Center Line
 Proposed Right-of-Way	— Ramp Pavement
 Drainage Pond	— Curb
 CEMEX	— Exist Levee Maint Rd
 ASARCO	— Local Road
 University of Texas El Paso	— Prop Levee Maint Rd
 International Boundary	— US 85 Pavement
	— US 85 Center Line
	— Railroad Crash Wall
	— Tolling Infrastructure
	— Water Way



Sources
ROW, Easement, Ponds: Halff & Assoc., 2013
Displacements: HNTB, 2013
Noise Receiver: HNTB, 2013
Schematic: Halff & Assoc., 2013
CEMEX, ASARCO, UTEP: City of El Paso, 2013
Waterway: City of El Paso, 2012
Aerials: TxDOT, 2009, 2006



Loop 375 Border Highway West Extension Project

From Racetrack Drive to US 54

Exhibit 1 Revised Preferred Alternative Schematic with Potential Displacements and Noise Receivers

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El Paso County, Texas

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March, 2013

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Loop 375 Border Highway West Extension Project

From Racetrack Drive to US 54

Exhibit 1

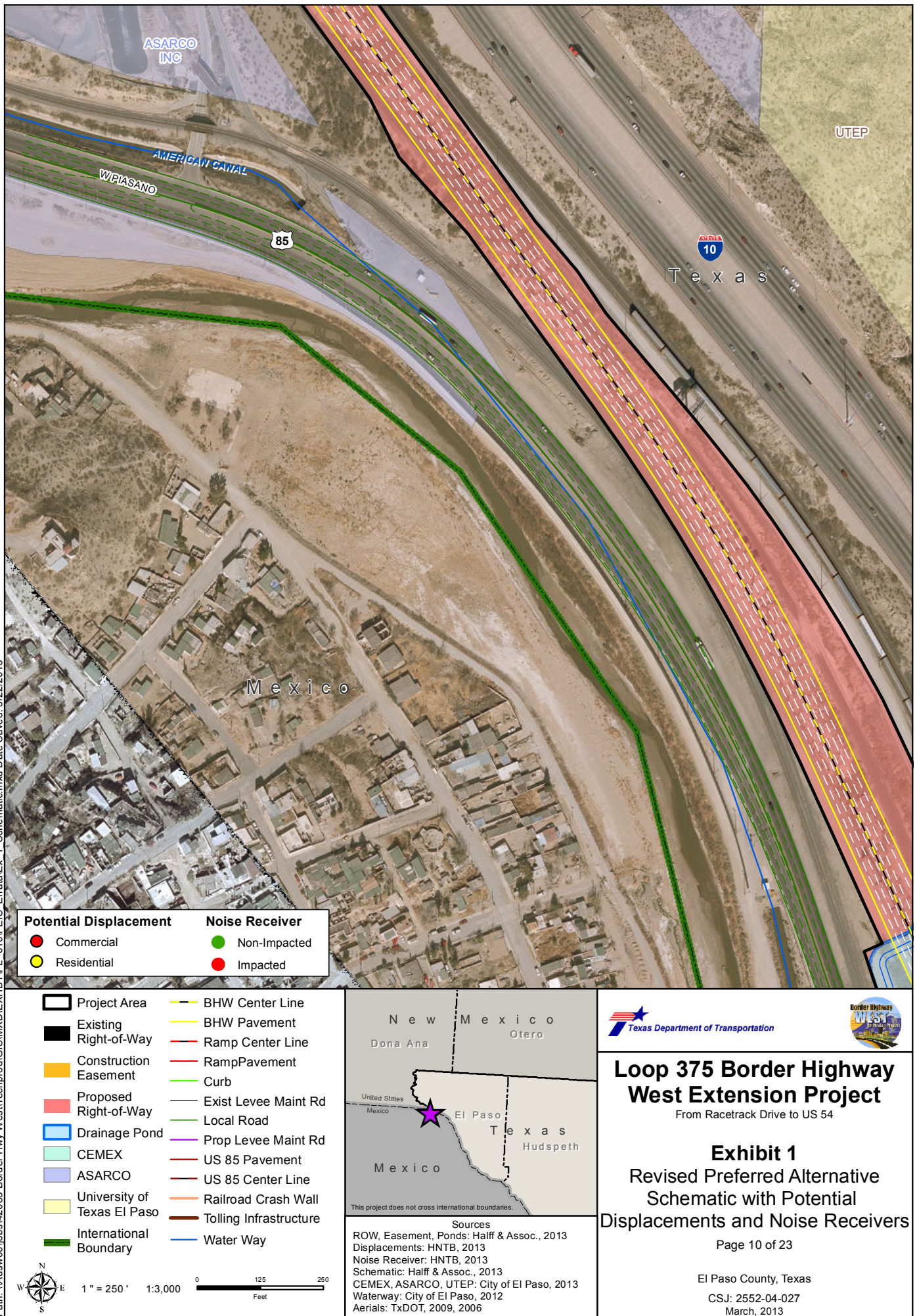
Revised Preferred Alternative Schematic with Potential Displacements and Noise Receivers

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El Paso County, Texas

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March, 2013

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Loop 375 Border Highway West Extension Project

From Racetrack Drive to US 54

Exhibit 1

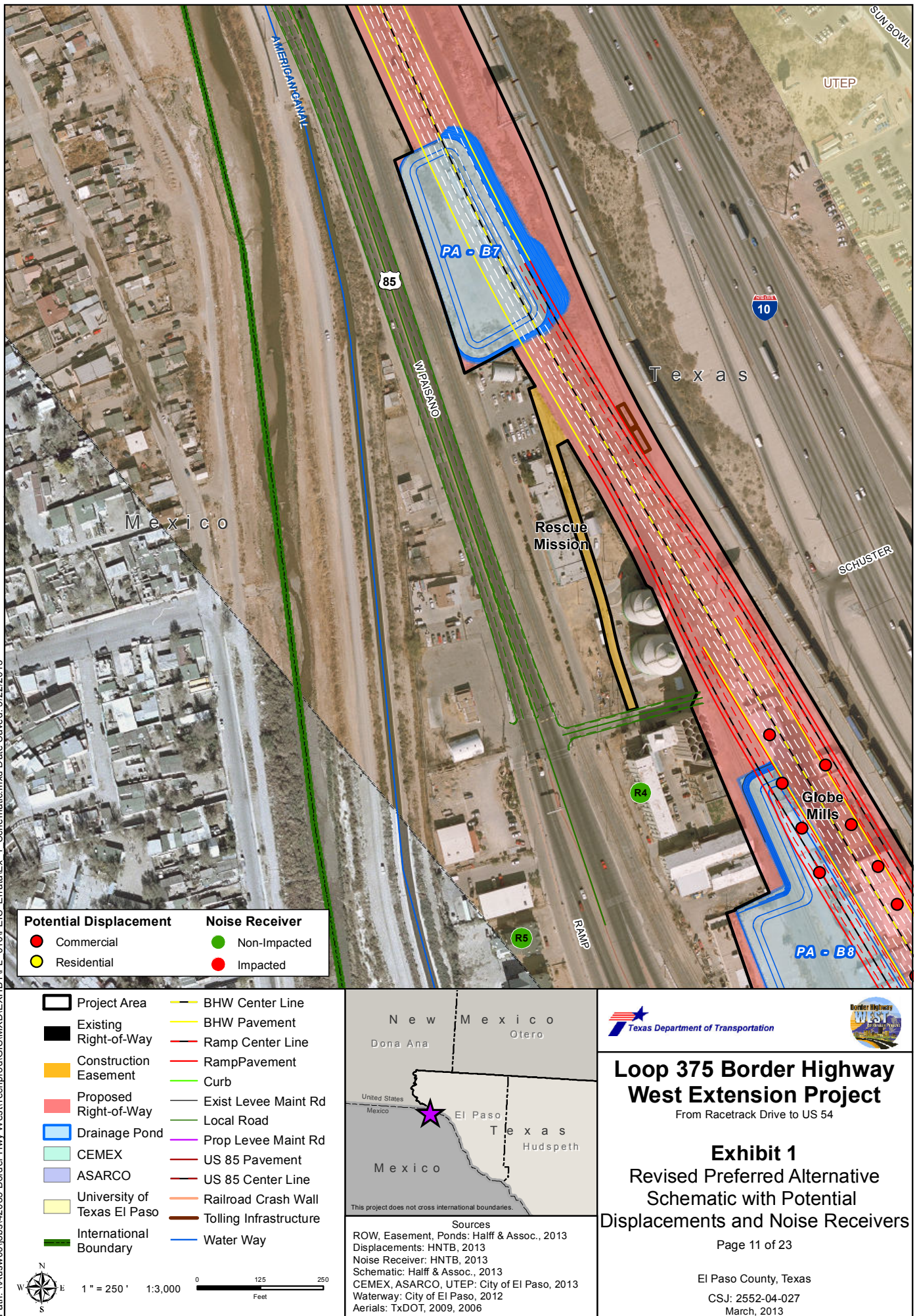
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El Paso County, Texas

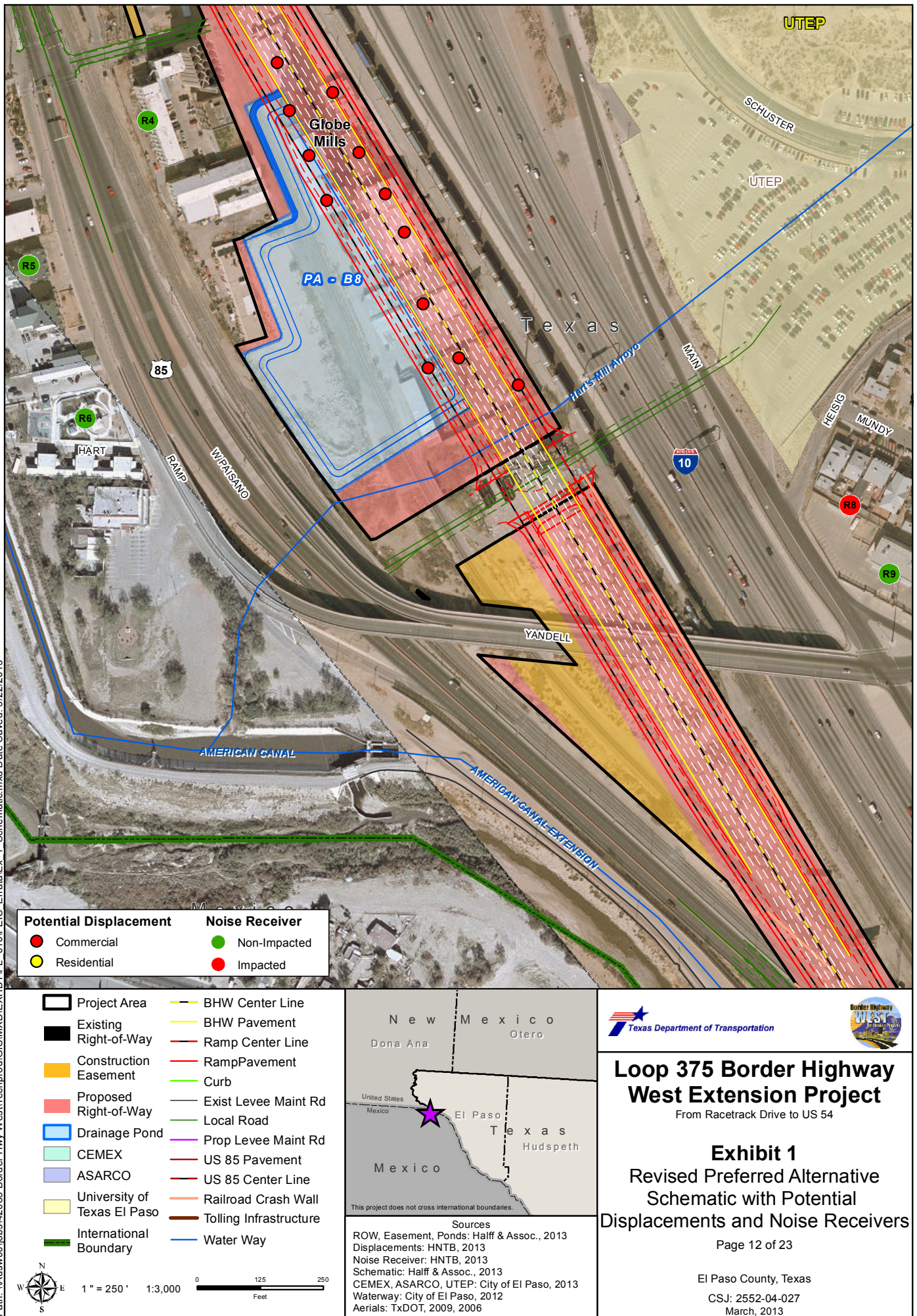
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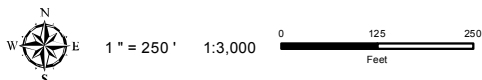


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Potential Displacement	Noise Receiver
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	— US 85 Center Line
	— Railroad Crash Wall
	— Tolling Infrastructure
	— Water Way



Sources
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Displacements: HNTB, 2013
Noise Receiver: HNTB, 2013
Schematic: Half & Assoc., 2013
CEMEX, ASARCO, UTEP: City of El Paso, 2013
Waterway: City of El Paso, 2012
Aerials: TxDOT, 2009, 2006



Loop 375 Border Highway West Extension Project

From Racetrack Drive to US 54

Exhibit 1 Revised Preferred Alternative Schematic with Potential Displacements and Noise Receivers

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El Paso County, Texas

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March, 2013

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Loop 375 Border Highway West Extension Project

From Racetrack Drive to US 54

Exhibit 1 Revised Preferred Alternative Schematic with Potential Displacements and Noise Receivers

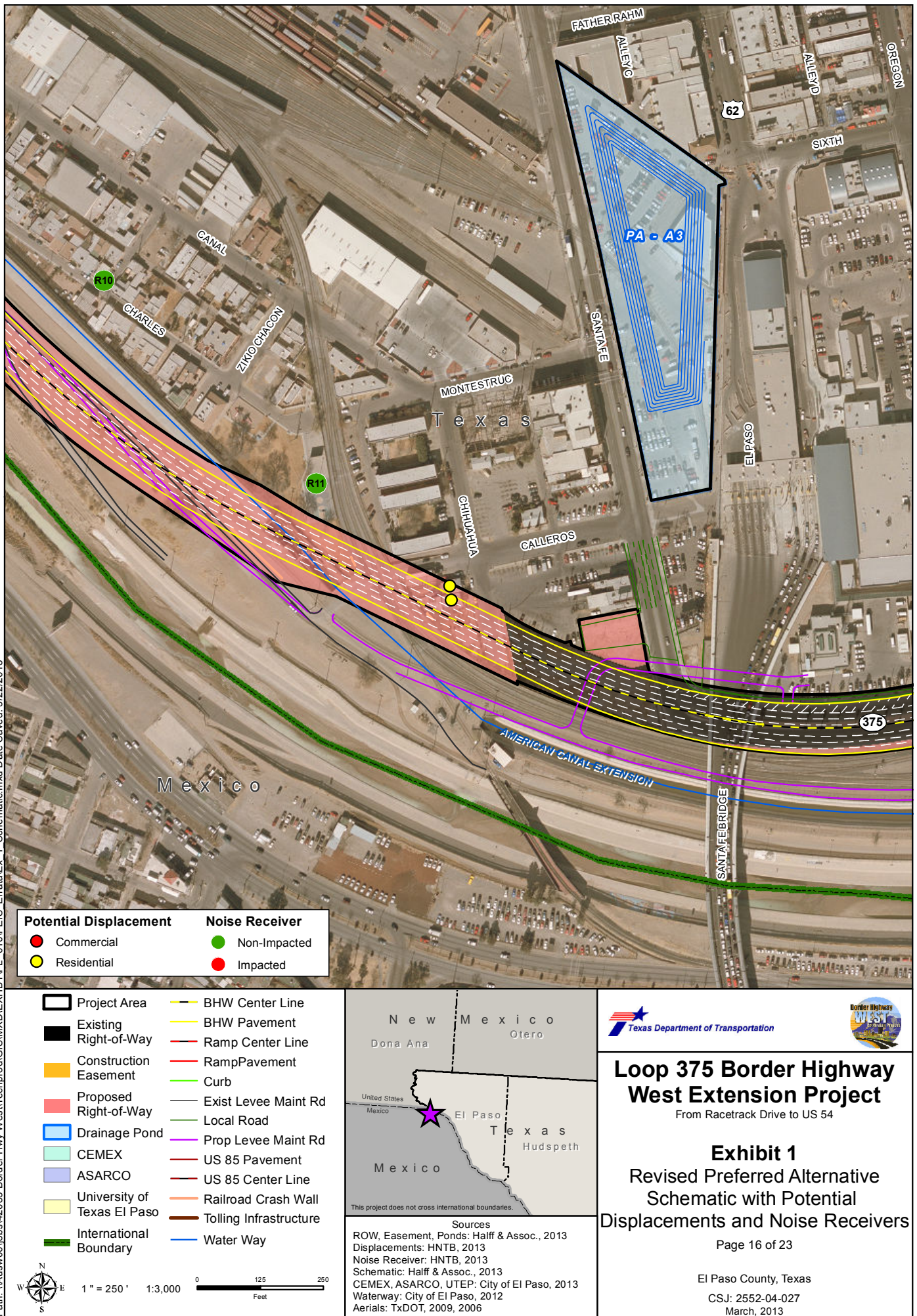
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El Paso County, Texas

CSJ: 2552-04-027
March, 2013

Sources
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Loop 375 Border Highway West Extension Project

From Racetrack Drive to US 54

Exhibit 1

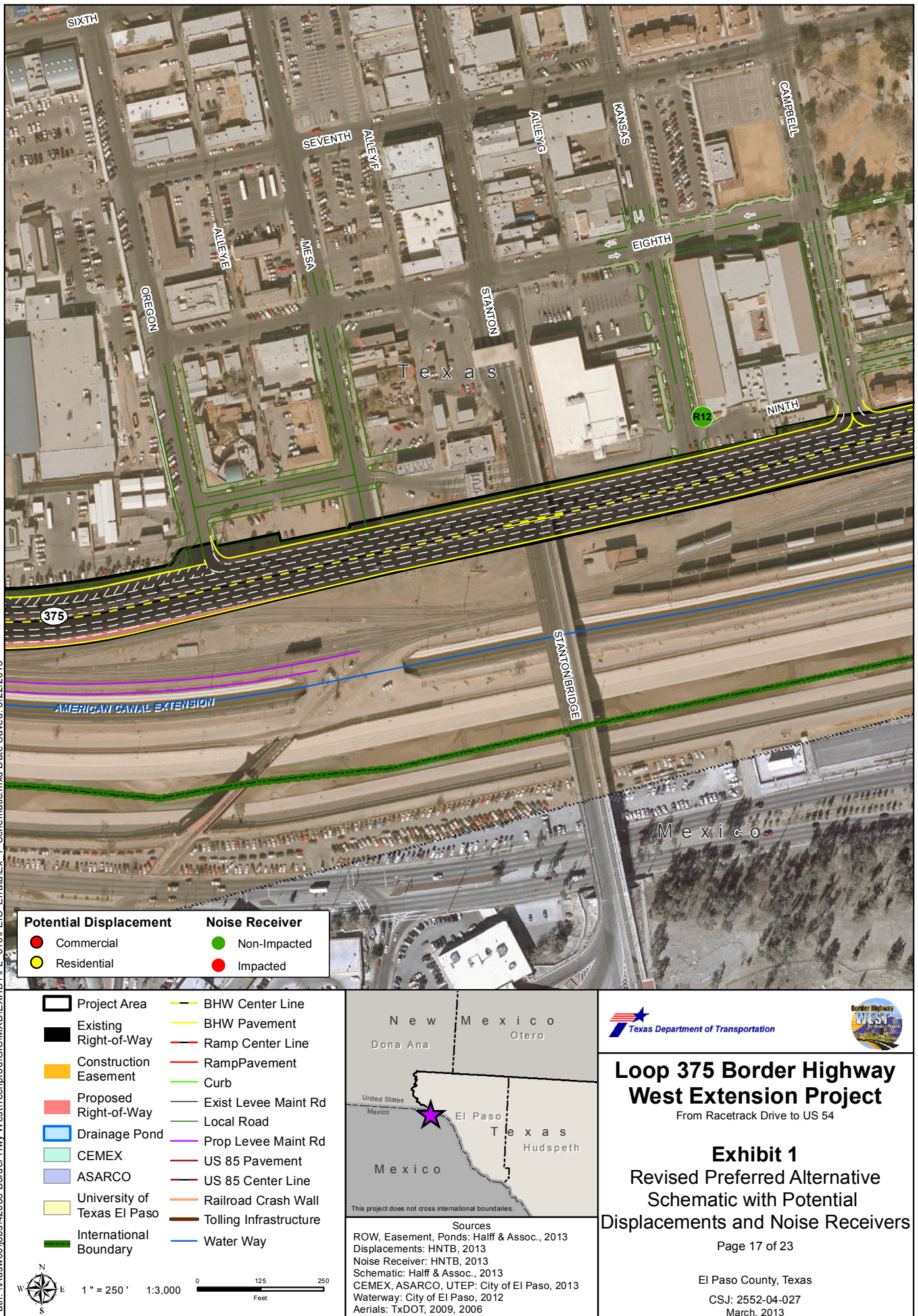
Revised Preferred Alternative Schematic with Potential Displacements and Noise Receivers

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El Paso County, Texas

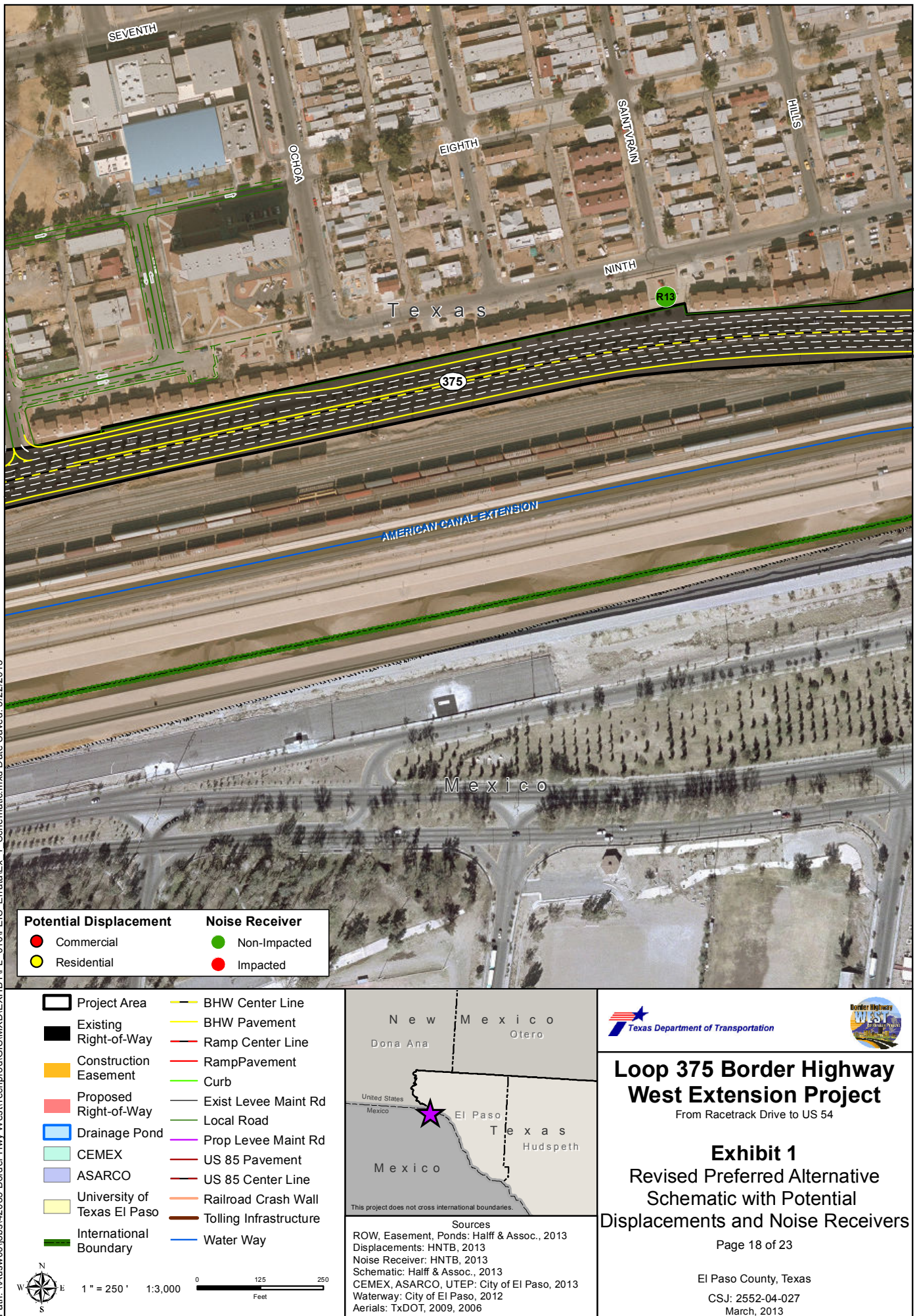
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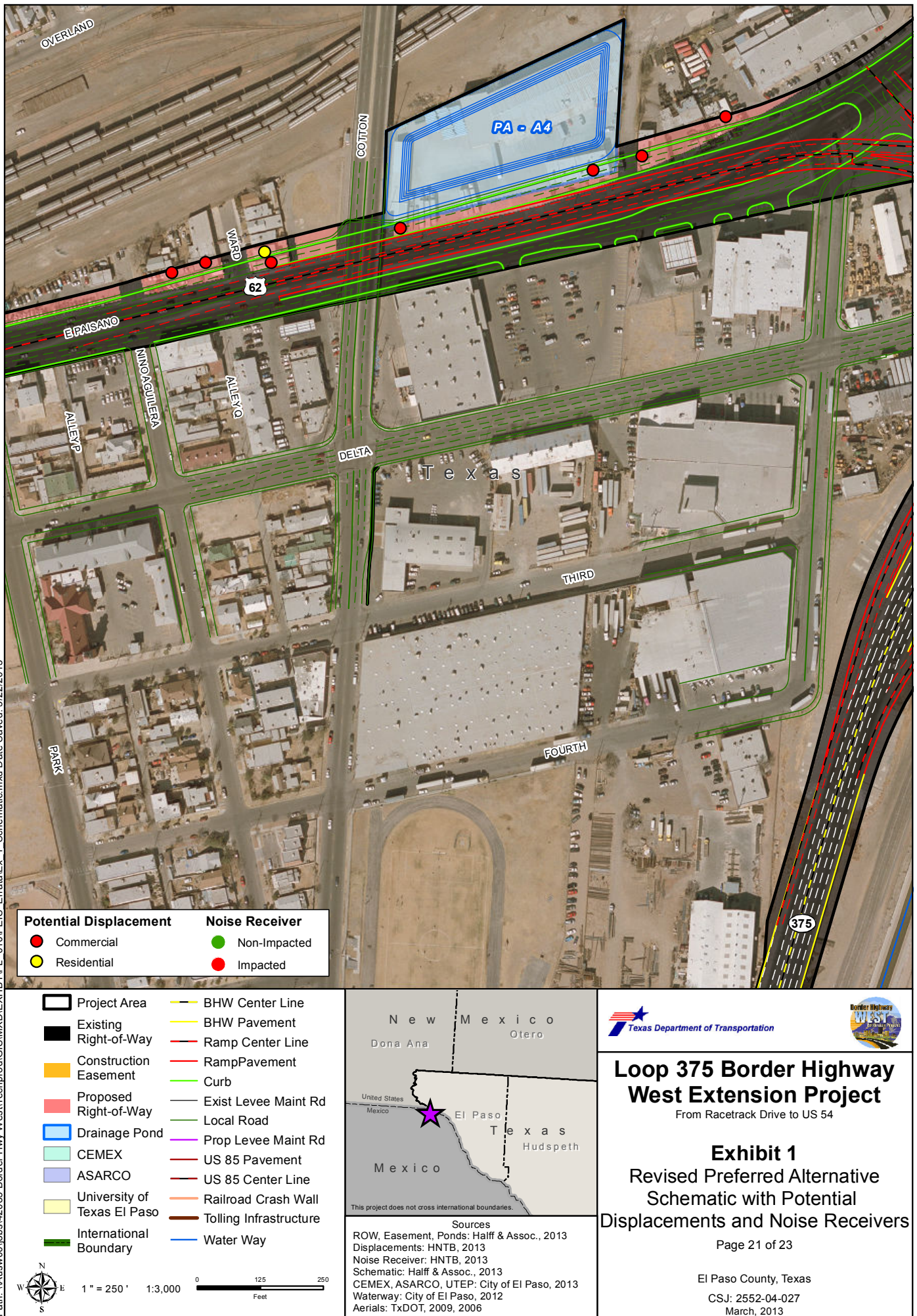
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Loop 375 Border Highway West Extension Project

From Racetrack Drive to US 54

Exhibit 1

Revised Preferred Alternative Schematic with Potential Displacements and Noise Receivers

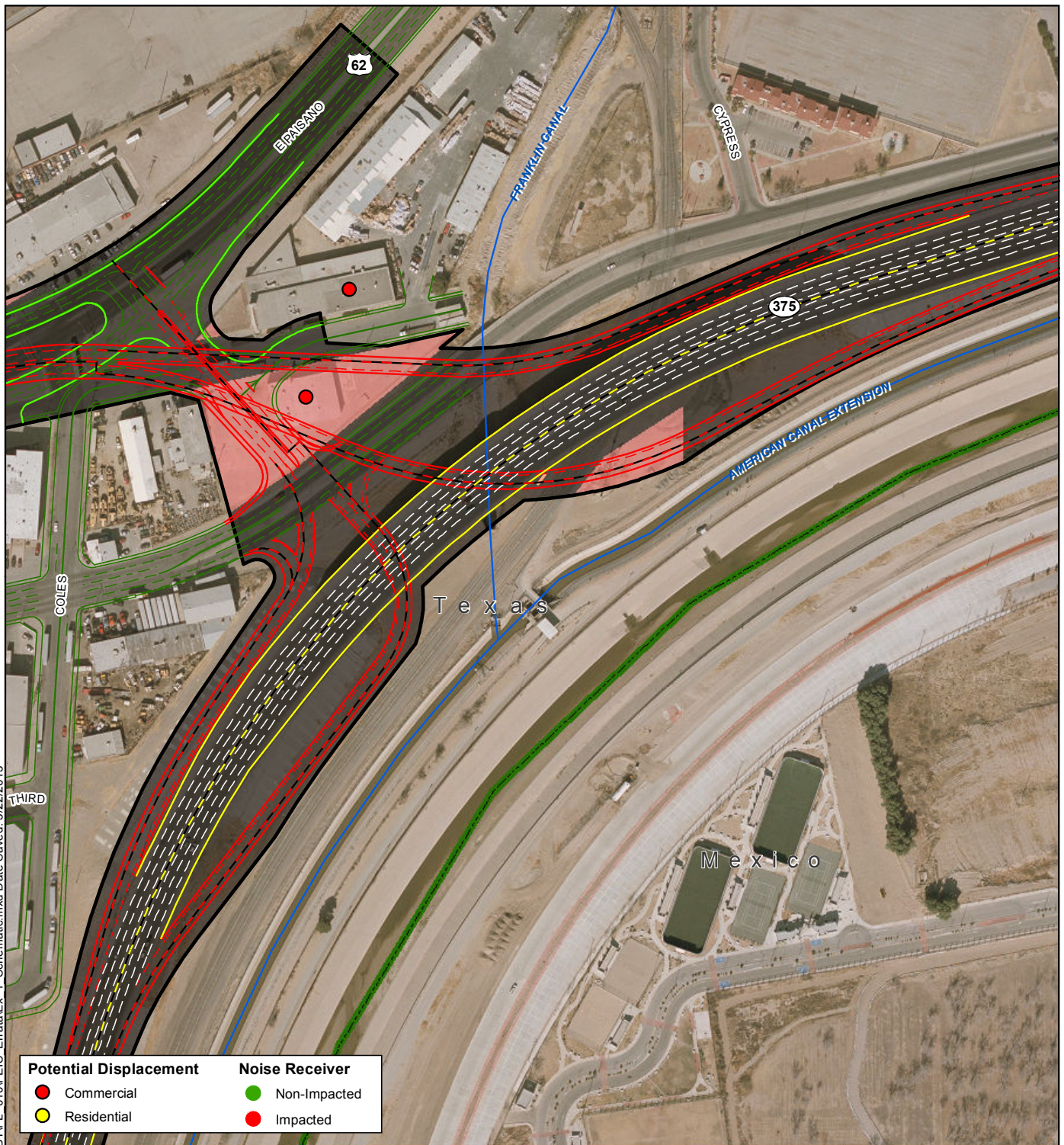
Page 21 of 23

El Paso County, Texas

CSJ: 2552-04-027
March, 2013

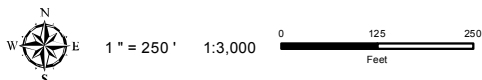
DISCLAIMER: This map was generated by HNTB Corporation using GIS (Geographic Information Systems) software. No claims are made to the accuracy or completeness of the information shown herein nor to its suitability for a particular use. The scale and location of all mapped data are approximate.

Path: \\Ausw00\jobs\42085 Border Hwy West\Techprod\GIS\MXD\EXHBTPL_010\FEIS_Errata\Ex 1 Schematic.mxd Date Saved: 3/22/2013



Potential Displacement	Noise Receiver
● Commercial	● Non-Impacted
● Residential	● Impacted

 Project Area	— BHW Center Line
 Existing Right-of-Way	— BHW Pavement
 Construction Easement	— Ramp Center Line
 Proposed Right-of-Way	— Ramp Pavement
 Drainage Pond	— Curb
 CEMEX	— Exist Levee Maint Rd
 ASARCO	— Local Road
 University of Texas El Paso	— Prop Levee Maint Rd
 International Boundary	— US 85 Pavement
	— US 85 Center Line
	— Railroad Crash Wall
	— Tolling Infrastructure
	— Water Way



Sources
ROW, Easement, Ponds: Half & Assoc., 2013
Displacements: HNTB, 2013
Noise Receiver: HNTB, 2013
Schematic: Half & Assoc., 2013
CEMEX, ASARCO, UTEP: City of El Paso, 2013
Waterway: City of El Paso, 2012
Aerials: TxDOT, 2009, 2006



Loop 375 Border Highway West Extension Project

From Racetrack Drive to US 54

Exhibit 1 Revised Preferred Alternative Schematic with Potential Displacements and Noise Receivers

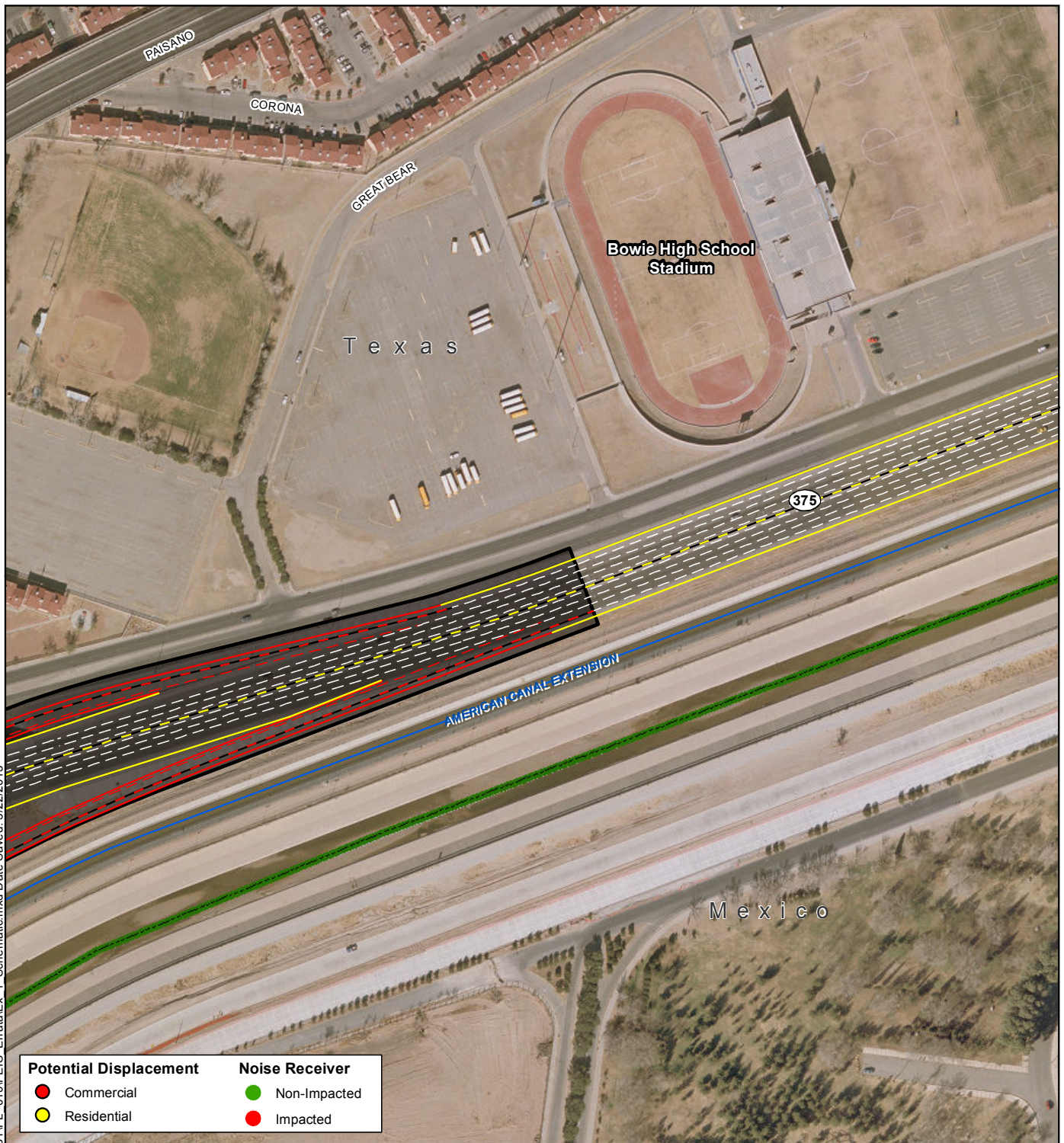
Page 22 of 23

El Paso County, Texas

CSJ: 2552-04-027
March, 2013

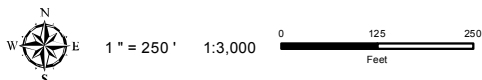
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Potential Displacement	Noise Receiver
● Commercial	● Non-Impacted
● Residential	● Impacted

 Project Area	— BHW Center Line
 Existing Right-of-Way	— BHW Pavement
 Construction Easement	— Ramp Center Line
 Proposed Right-of-Way	— Ramp Pavement
 Drainage Pond	— Curb
 CEMEX	— Exist Levee Maint Rd
 ASARCO	— Local Road
 University of Texas El Paso	— Prop Levee Maint Rd
 International Boundary	— US 85 Pavement
	— US 85 Center Line
	— Railroad Crash Wall
	— Tolling Infrastructure
	— Water Way



Sources
ROW, Easement, Ponds: Half & Assoc., 2013
Displacements: HNTB, 2013
Noise Receiver: HNTB, 2013
Schematic: Half & Assoc., 2013
CEMEX, ASARCO, UTEP: City of El Paso, 2013
Waterway: City of El Paso, 2012
Aerials: TxDOT, 2009, 2006



Loop 375 Border Highway West Extension Project

From Racetrack Drive to US 54

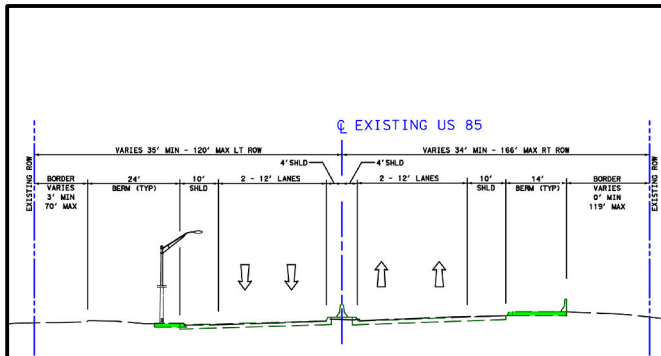
Exhibit 1 Revised Preferred Alternative Schematic with Potential Displacements and Noise Receivers

Page 23 of 23

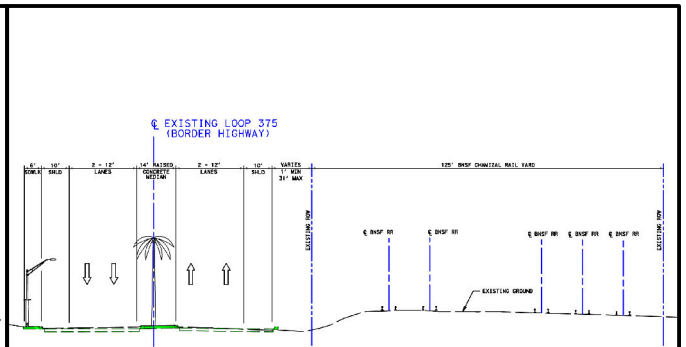
El Paso County, Texas

CSJ: 2552-04-027
March, 2013

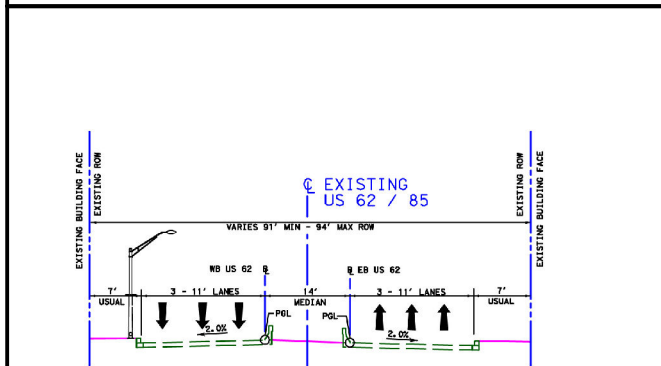
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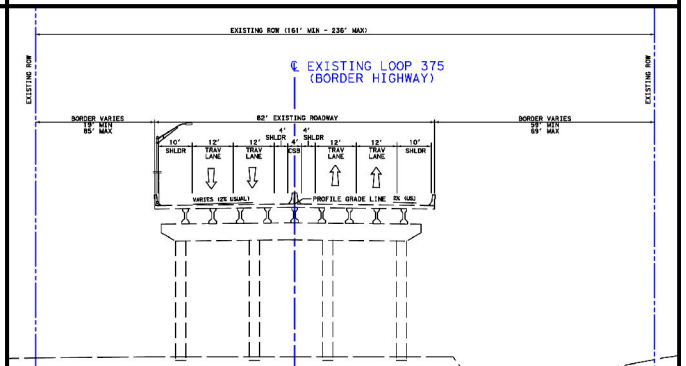
Existing Typical Section
(US 85 From IH-10 to Shuster Ave. - Near CEMEX)
PAGE 1



Existing Typical Section
(Loop 375 from Santa Fe St. to Park St.)
(Central Business District)
PAGE 2



Existing Typical Section
(US 62/85 From BNSF Rail Yard to Park Street)
(Central Business District)
PAGE 3



Existing Typical Section
(Coles-Paisano Interchange)
PAGE 4



Sources

Typical Section: Halff & Assoc., 2013



Loop 375 Border Highway West Extension Project

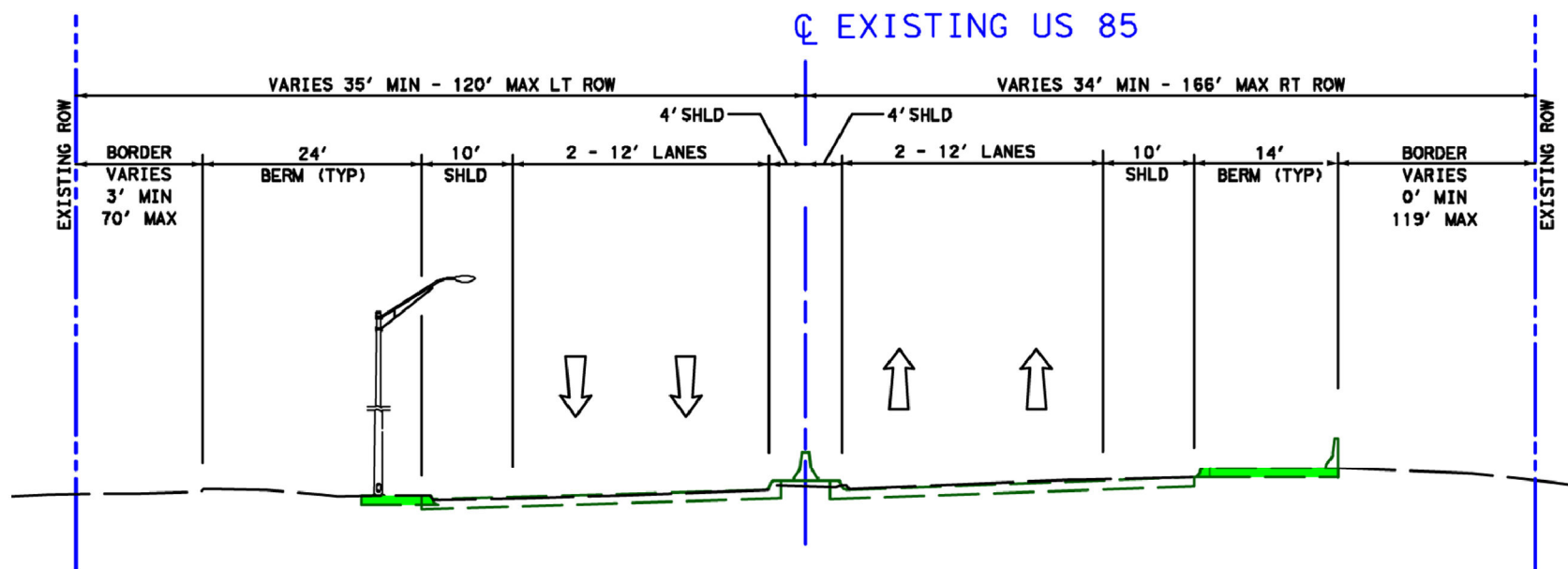
From Racetrack Drive to US 54

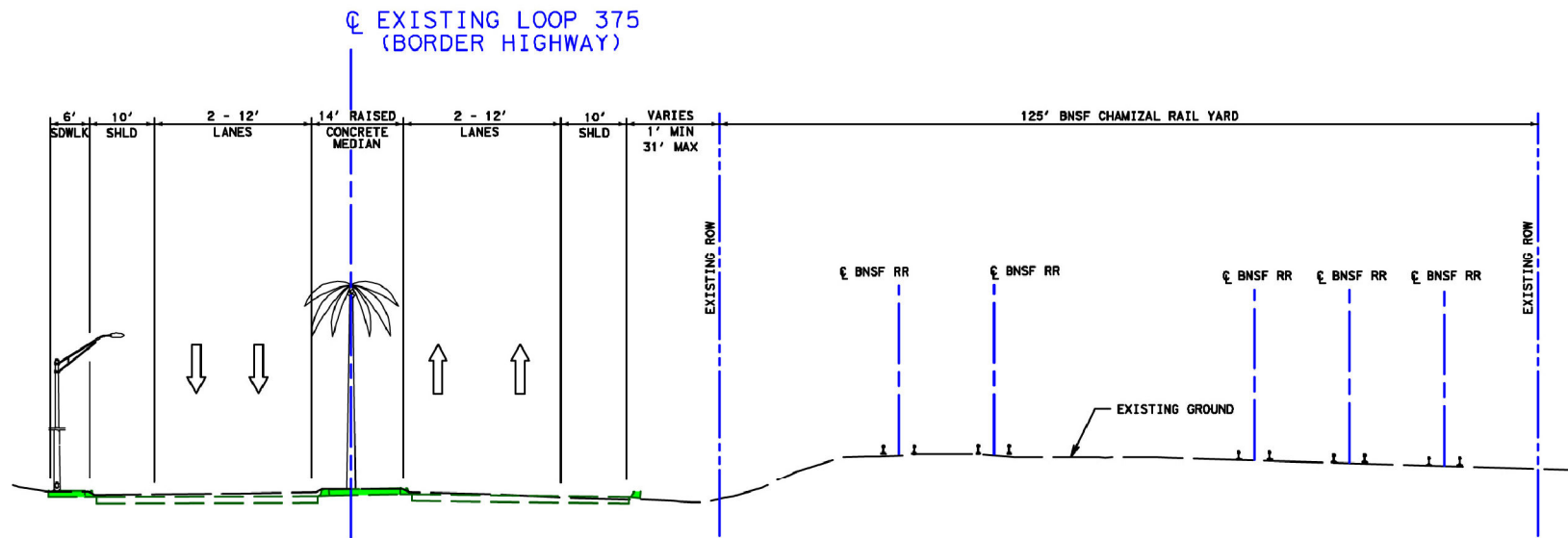
Exhibit 2a Existing Typical Sections

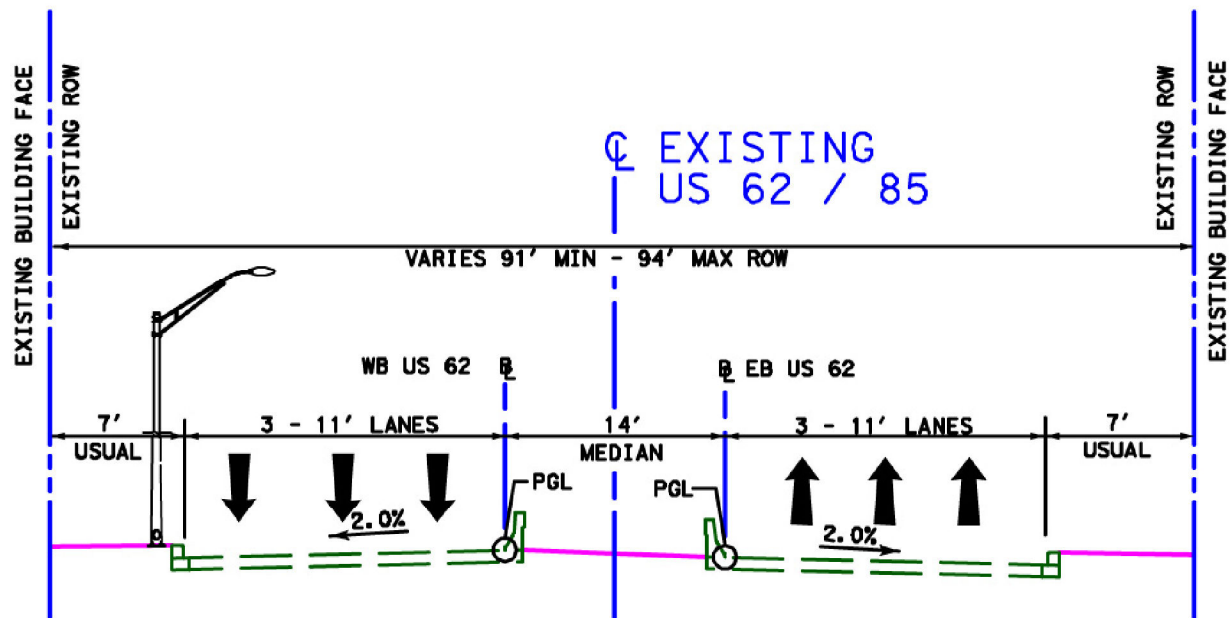
COVER

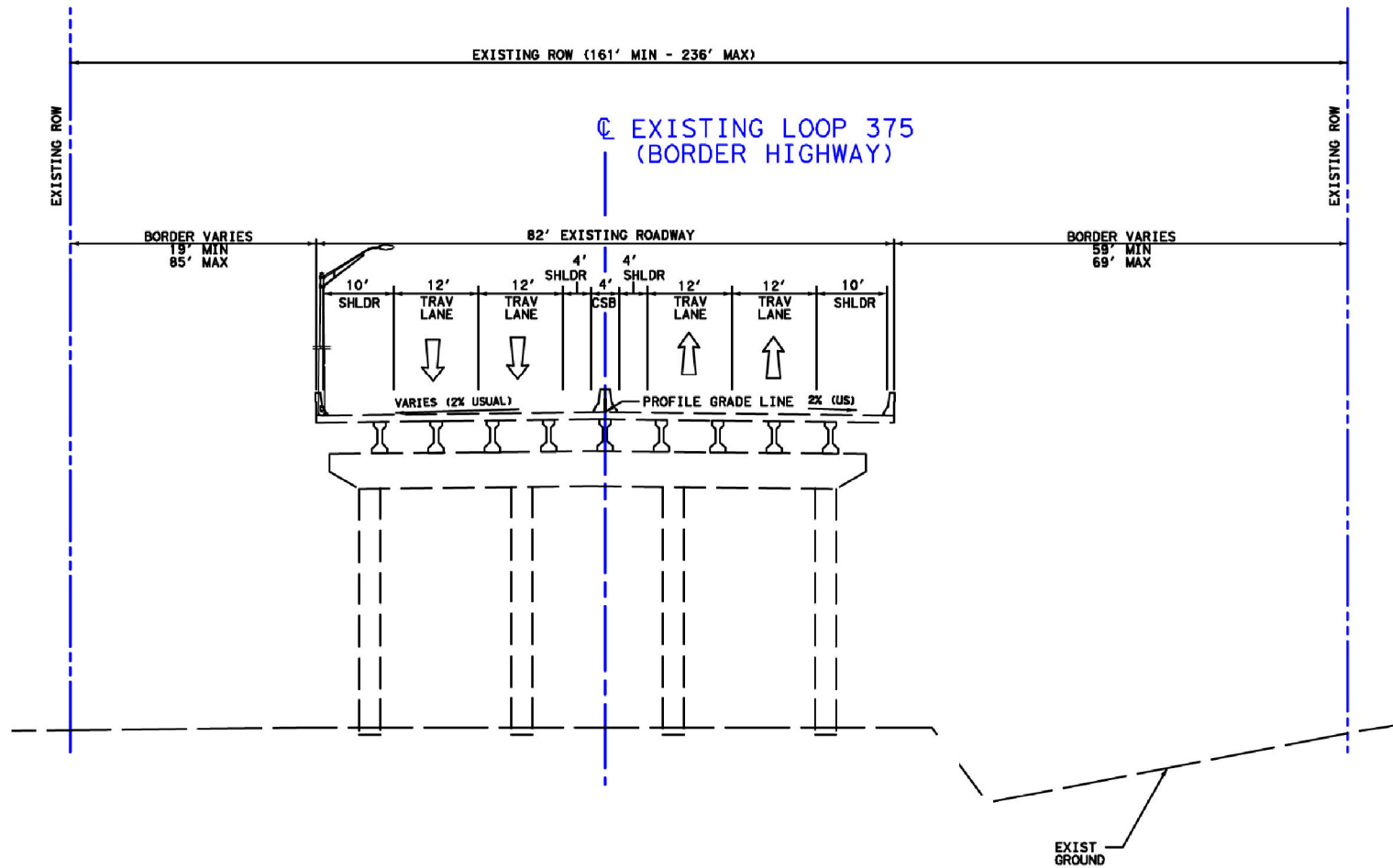
El Paso County, Texas

CSJ: 2552-04-027
March, 2013

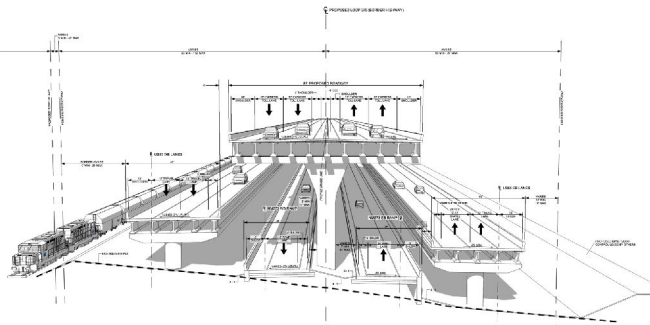




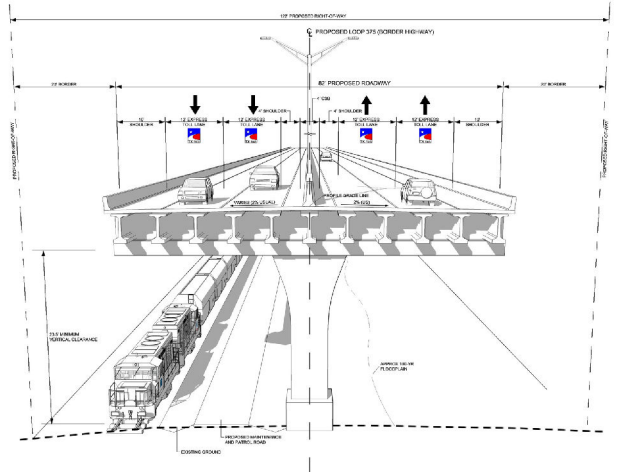




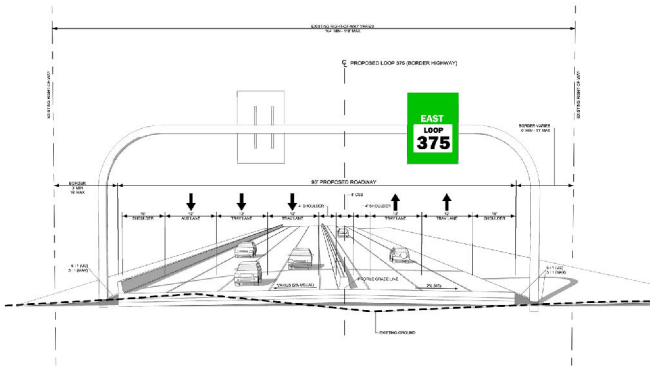
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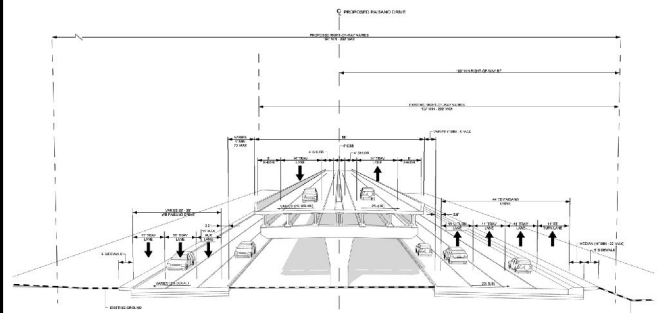
Revised Preferred Alternative Typical Section
(Loop 375 Border Highway West / US 85 / NM 273 Interchange)
PAGE 1



Revised Preferred Alternative Typical Section on Structure
(Northwest of Downtown)
PAGE 2



Revised Preferred Alternative At-Grade Typical Section
(Downtown Access)
PAGE 3



Revised Preferred Alternative Typical Section
(Coles-Paisano Interchange)
PAGE 4



Loop 375 Border Highway West Extension Project

From Racetrack Drive to US 54

Exhibit 2b Revised Preferred Alternative Typical Sections

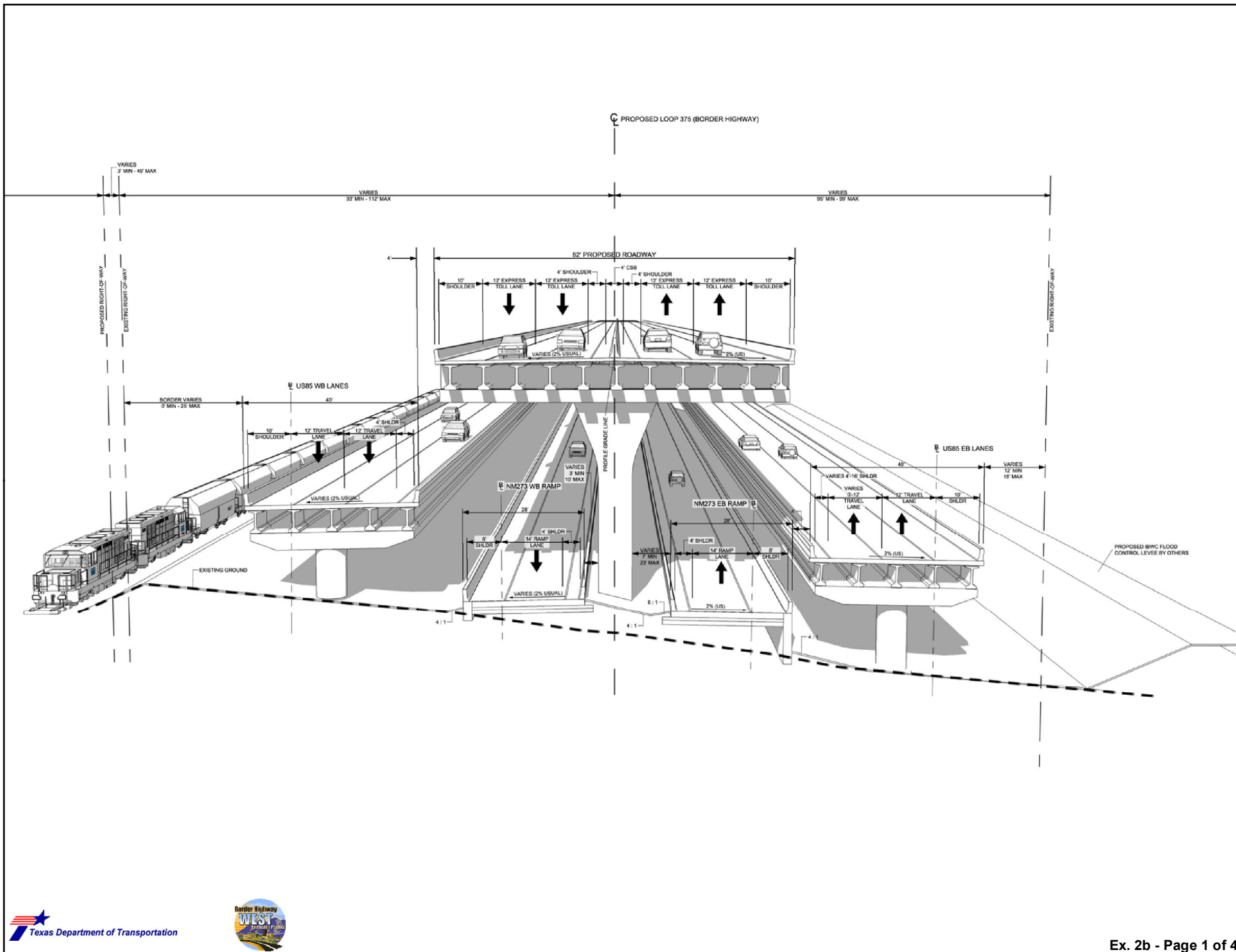
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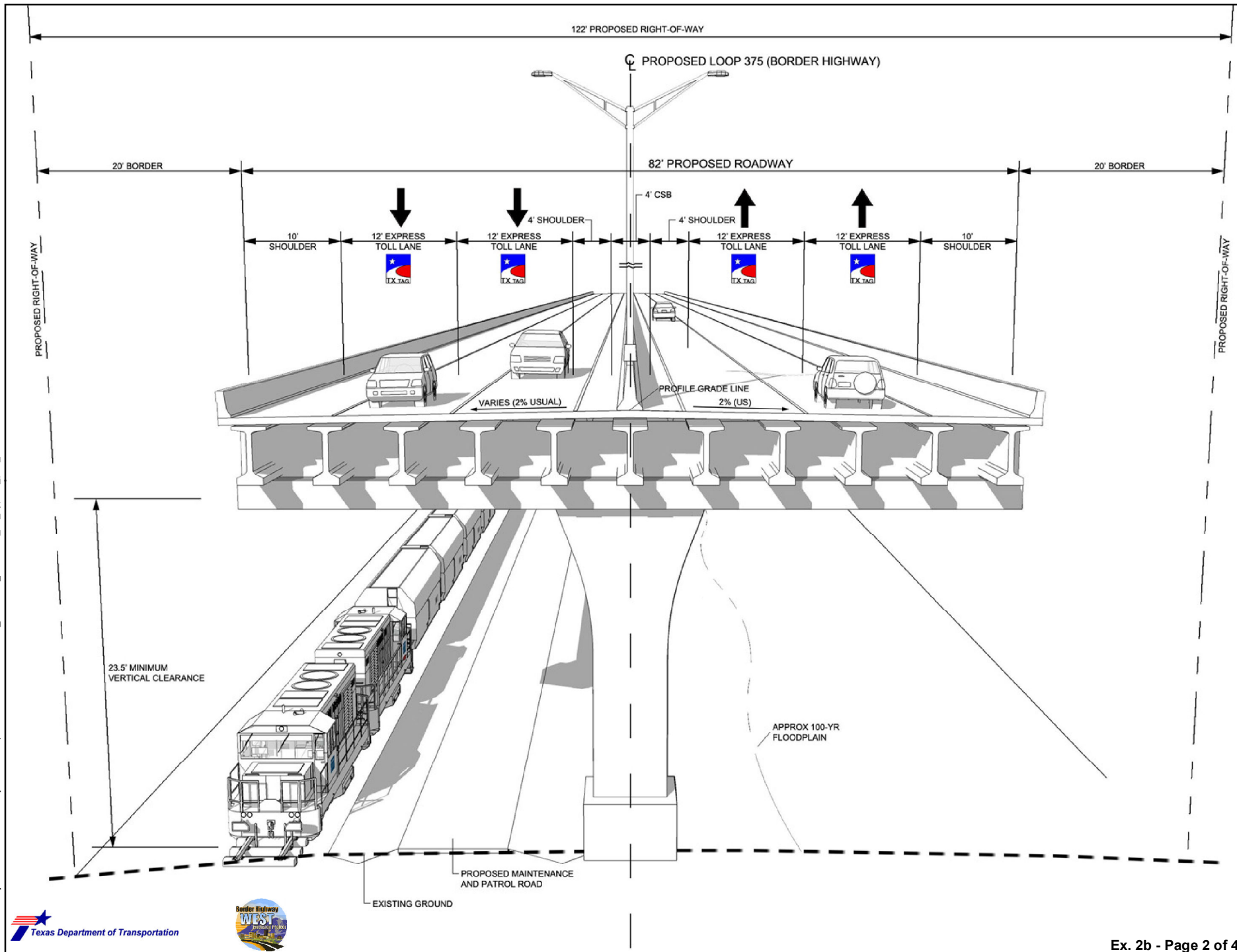
El Paso County, Texas

CSJ: 2552-04-027
March, 2013

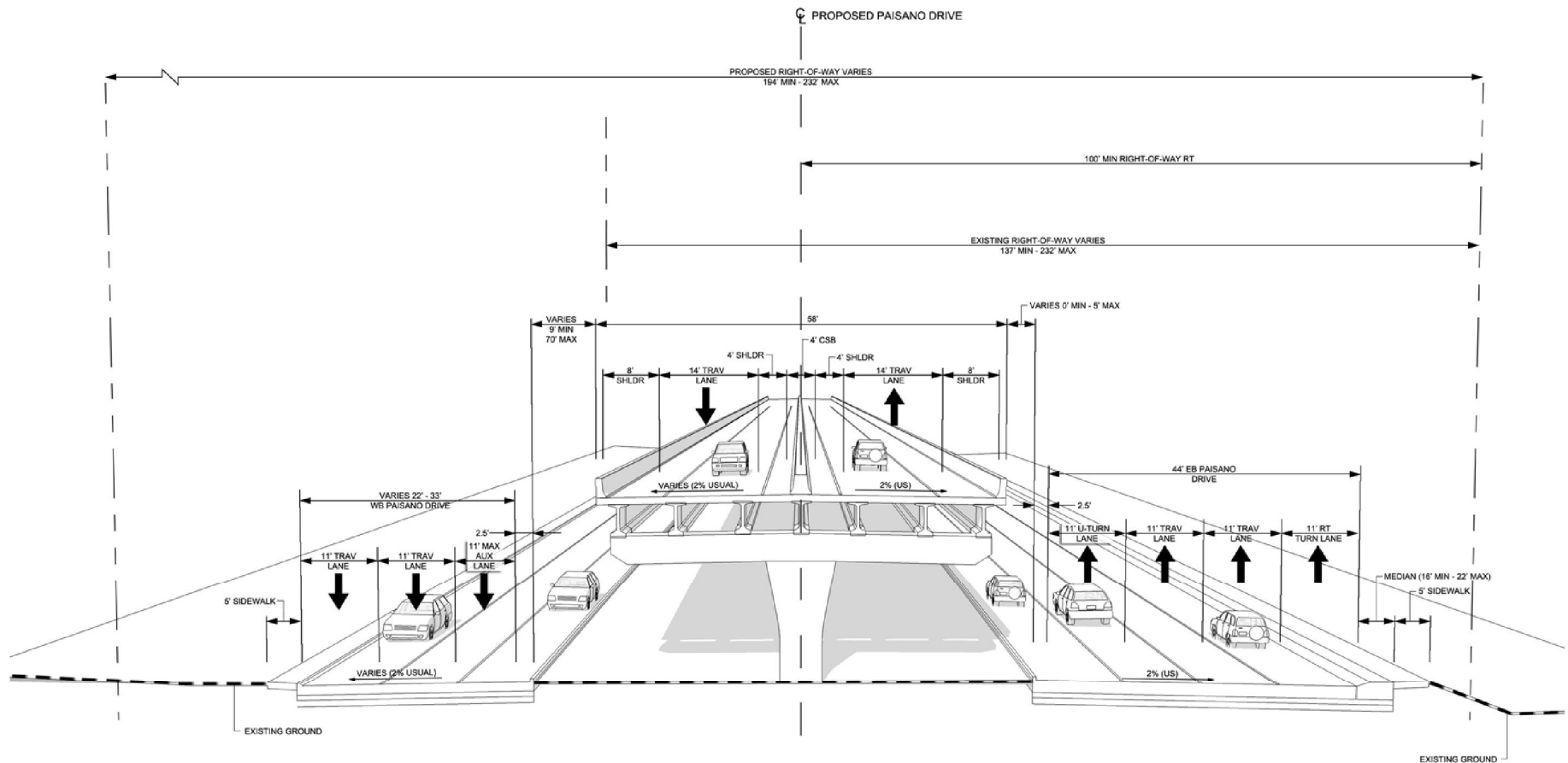
Typical Section: Half & Assoc., 2013

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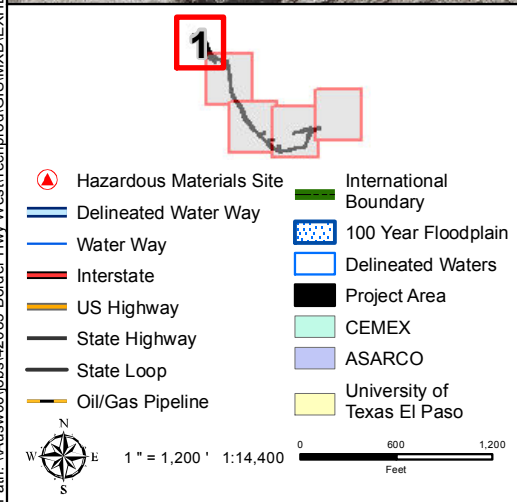










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Loop 375 Border Highway West Extension Project

From Racetrack Drive to US 54

Exhibit 3

Water Resources and Hazardous Materials

Page 1 of 5

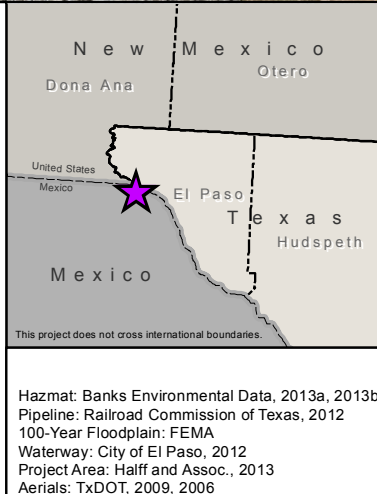
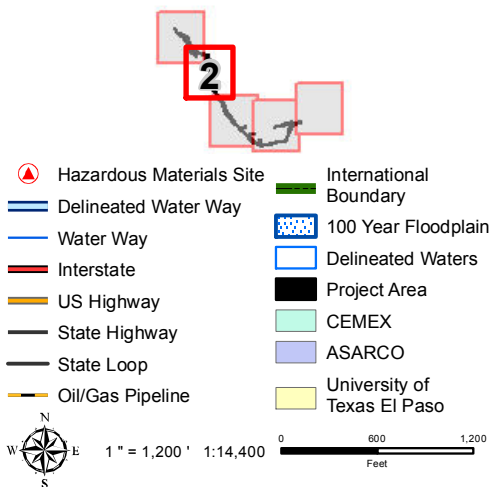
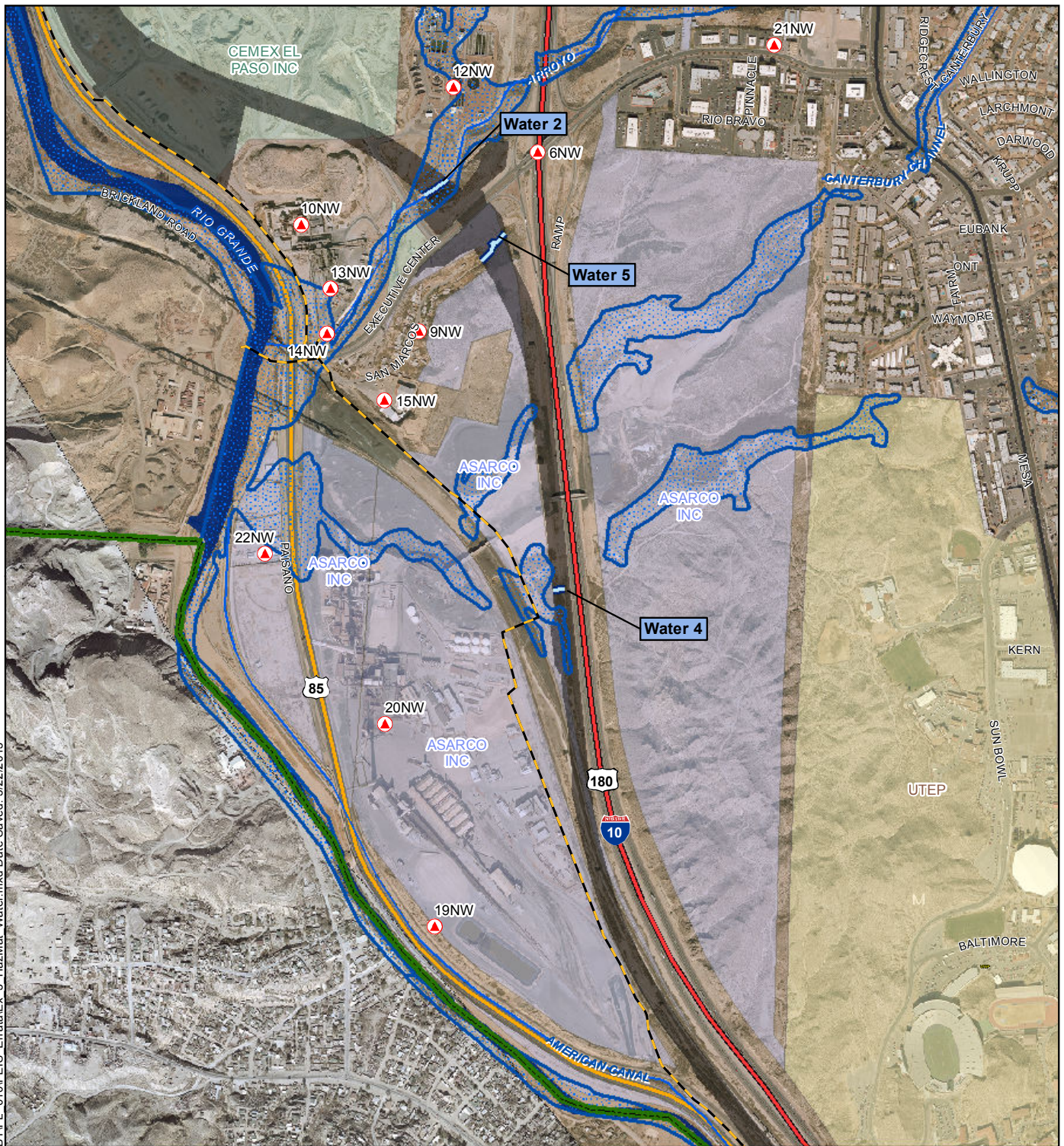
El Paso County, Texas

CSJ: 2552-04-027

March, 2013

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Loop 375 Border Highway West Extension Project

From Racetrack Drive to US 54

Exhibit 3 Water Resources and Hazardous Materials

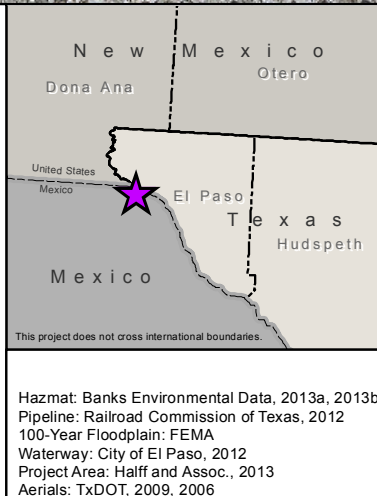
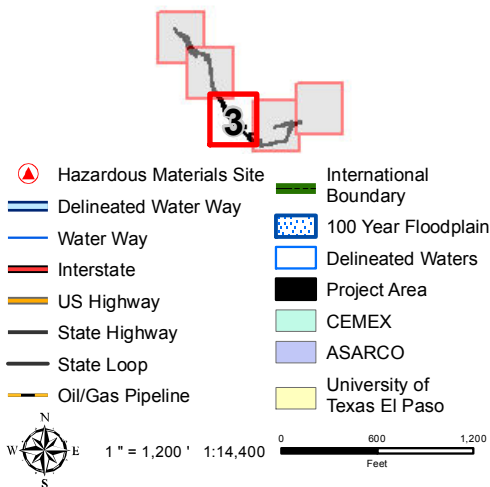
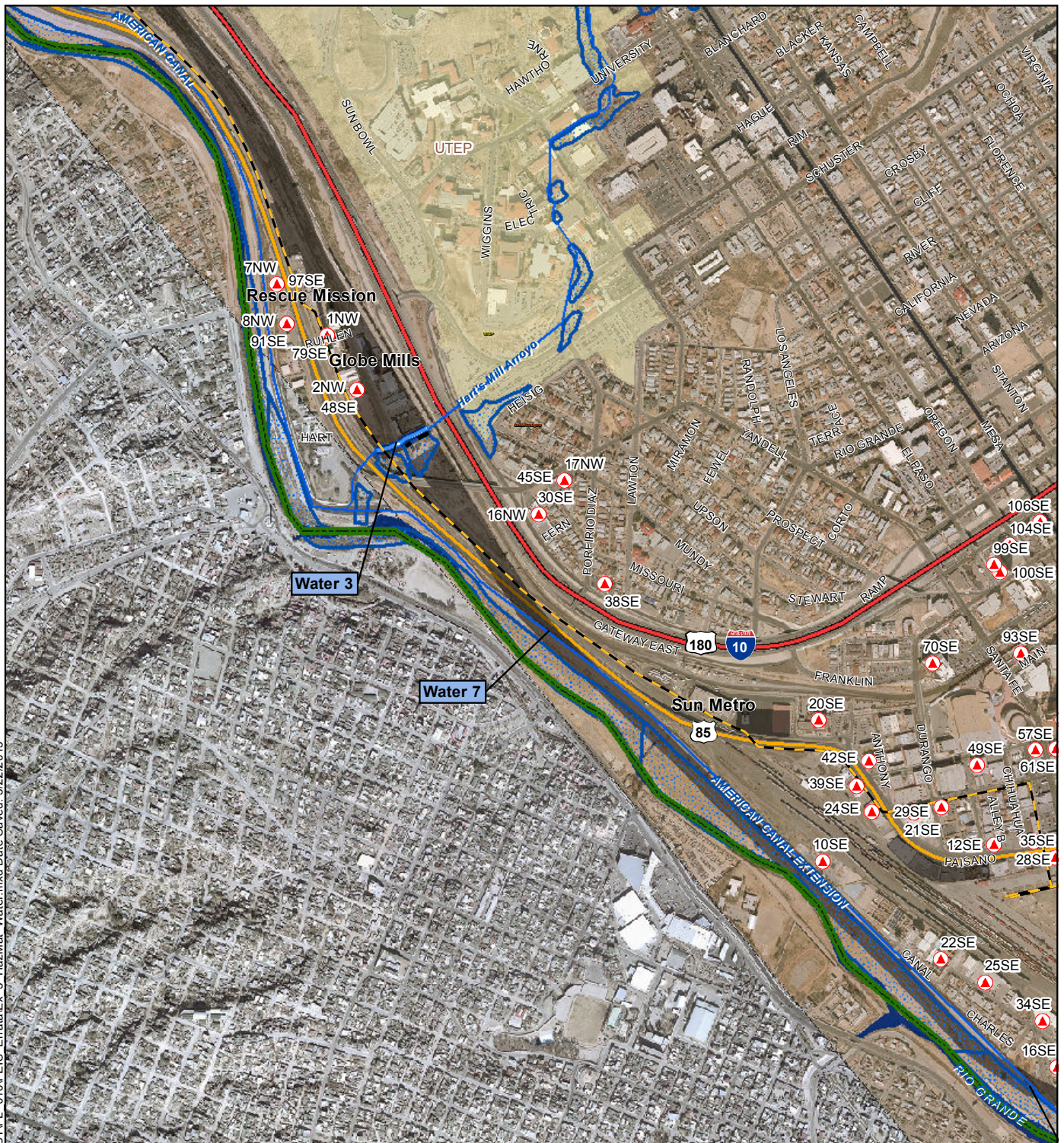
Page 2 of 5

El Paso County, Texas

CSJ: 2552-04-027
March, 2013

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Loop 375 Border Highway West Extension Project

From Racetrack Drive to US 54

Exhibit 3 Water Resources and Hazardous Materials

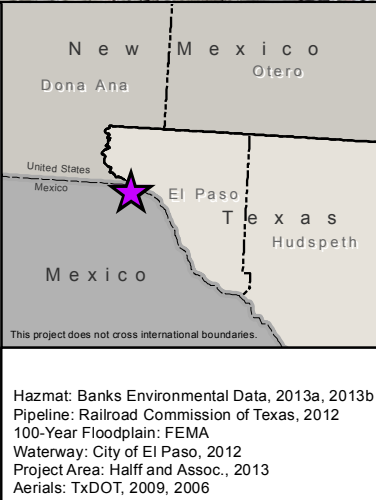
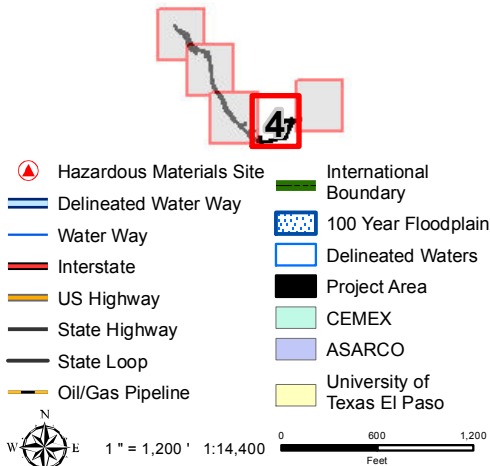
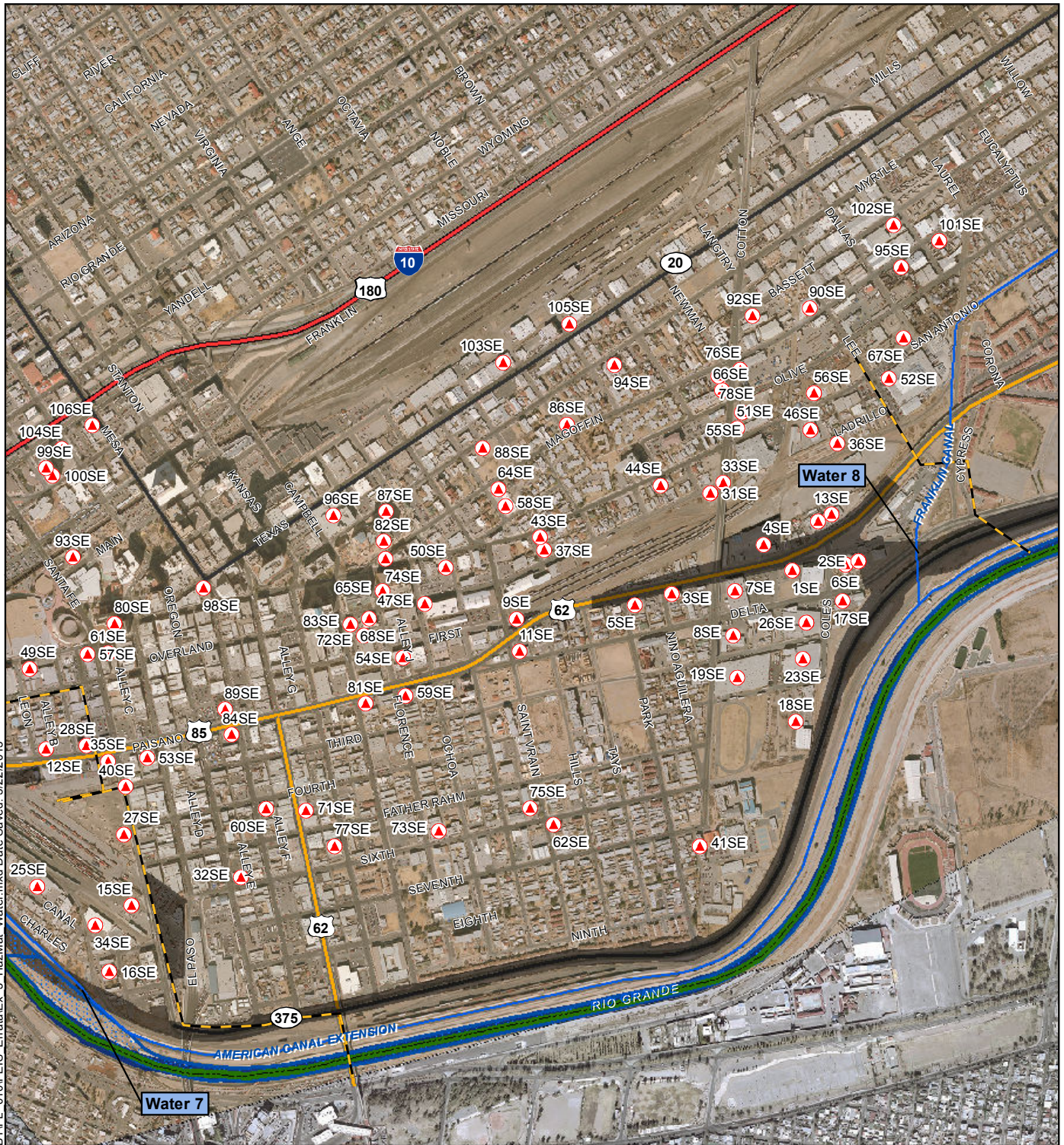
Page 3 of 5



El Paso County, Texas

CSJ: 2552-04-027
March, 2013

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Loop 375 Border Highway West Extension Project

From Racetrack Drive to US 54

Exhibit 3

Water Resources and Hazardous Materials

Page 4 of 5

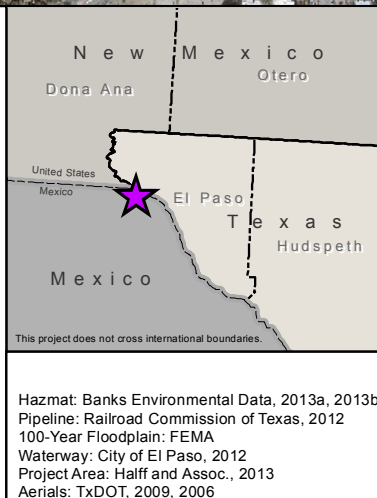
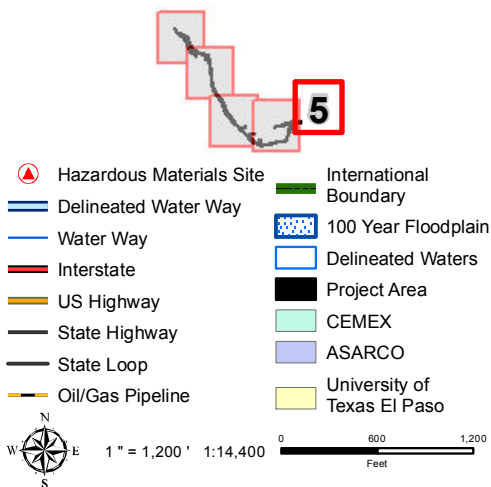
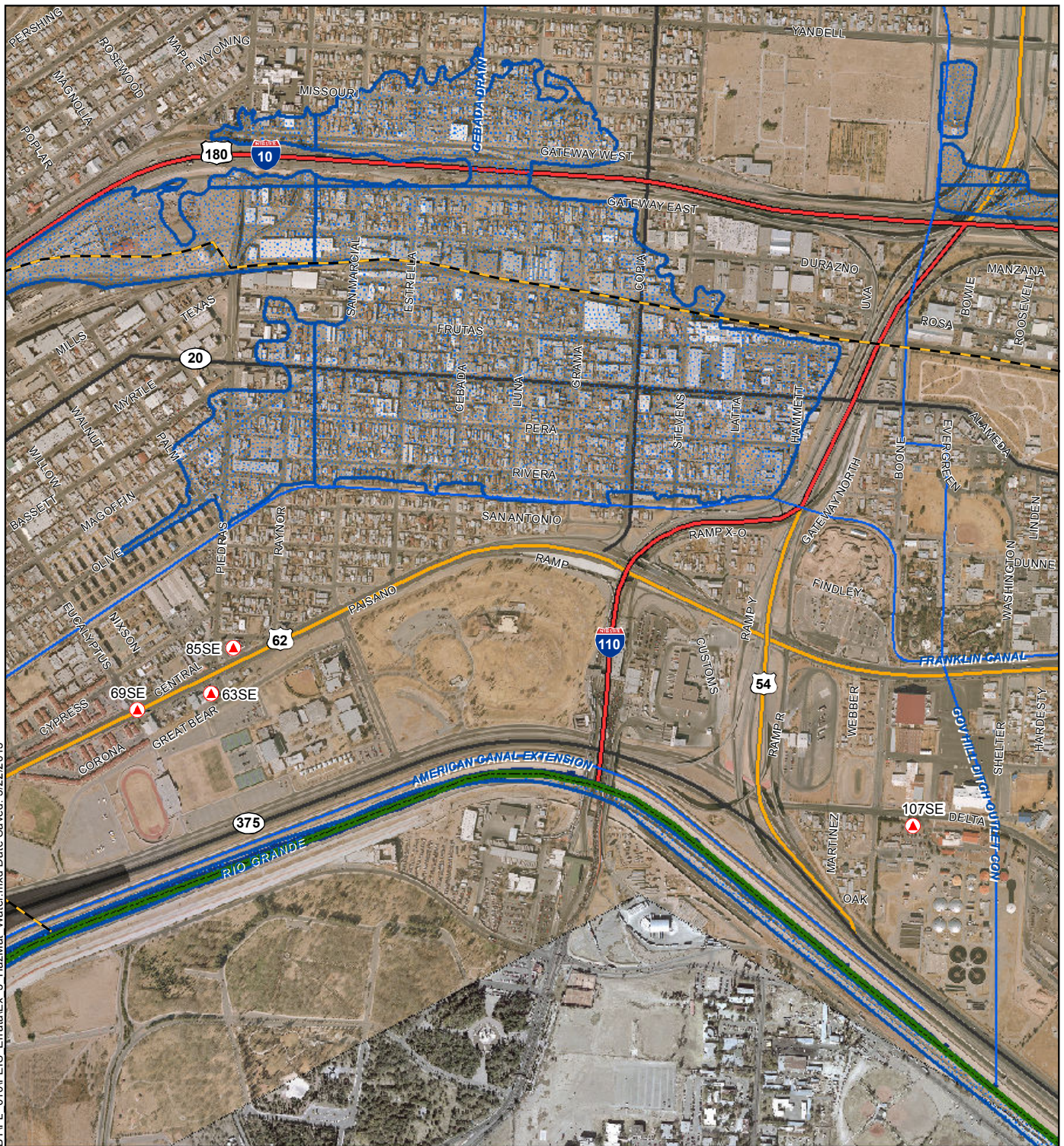
El Paso County, Texas

CSJ: 2552-04-027

March, 2013

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Loop 375 Border Highway West Extension Project

From Racetrack Drive to US 54

Exhibit 3 Water Resources and Hazardous Materials

Page 5 of 5

El Paso County, Texas

CSJ: 2552-04-027
March, 2013

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Appendix A
Agency Coordination since September 2012

- A-1: El Paso Metropolitan Planning Organization
- A-2: Texas Commission on Environmental Quality
- A-3: Texas Parks and Wildlife Department
- A-4: National Park Service
- A-5: Texas Historical Commission
- A-6: International Boundary and Water Commission
- A-7: United State Fish and Wildlife Service

A-1: El Paso Metropolitan Planning Organization

Letters Received



El Paso Metropolitan Planning Organization

Transportation Policy Board

Veronica Escobar

Chairman

County Judge, El Paso County

Walter Miller

Vice Chairman

Mayor, Town of Horizon City

Emma Acosta

City of El Paso Representative

Jay Banasiak

Director, Mass Transit

Robert Bielek, P.E.

District Engineer, TxDOT

Ernesto Carrizal, P.E.

El Paso County Engineer &

Public Works Director

John Cook

Mayor, City of El Paso

Art Franco

Mayor, Town of Anthony

Ana Perez

Commissioner, El Paso County

Mary Helen Garcia

New Mexico State Representative

Naomi Gonzalez

Texas State Representative

Diana Murillo

Mayo Pro-Tem, City of Anthony, NM

Trent Doolittle

District Engineer, NMDOT

Javier Pera

Mayor, City of Sunland Park,

New Mexico

Trini Lopez

Mayor, City of Socorro

Dee Margo

Texas State Representative

Marisa Marquez

Texas State Representative

Joseph C. Pickett

Texas State Representative

Cynthia Nava

New Mexico State Senator

Steve Ortega

City of El Paso Representative

Madeleine Praino

Mayor, Village of Vinton

I. 'Chente' Quintanilla

Texas State Representative

Dale Reinhardt

Mayor, Town of Clint

Carl L. Robinson

City of El Paso Representative

José R. Rodríguez

Texas State Senator

Dolores Saldana-Caviness

Commissioner, Doña Ana County

Jane Shang

Deputy City Manager, Mobility Services,

City of El Paso

Joyce Wilson

City Manager, City of El Paso

Roy Gilyard

Executive Director

November 26, 2012

Mr. Eduardo Calvo
TxDOT-ATP Director
13301 Gateway Blvd. West
El Paso, TX 7992-5410

RE: Draft Environmental Impact Statement (DEIS)

Dear Mr. Calvo,

The MPO has reviewed the DEIS for Loop 375 Border Highway West Extension Project. This proposed project is described in various chapters/sections to be fully incorporated in the project list or development of the Horizon 2040 Metropolitan Transportation Plan (MTP). The Horizon 2040 MTP is due for completion on or about July 2013. Please clarify if this project is planned in and to be environmentally clear with the Amended Mission 2035 MTP planning documents.

Sincerely,

Michael Medina
Assistant Director

A-2: Texas Commission on Environmental Quality

Letters Received

Bryan W. Shaw, Ph.D., *Chairman*
Carlos Rubinstein, *Commissioner*
Toby Baker, *Commissioner*
Zak Covar, *Executive Director*



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

October 23, 2012

RECEIVED
OCT 29 2012
DISTRICT BUSINESS
SERVICES

Eduardo Calvo
Advance Transportation Planning Director
13301 Gateway Blvd.
El Paso, Texas 79928

Re: Loop 375 Border Highway West Extension Project: From Racetrack Drive to US 54
El Paso County
CSJ 2552-04-027

Dear Mr. Calvo,

The Texas Commission on Environmental Quality Air Quality Division has reviewed the above-referenced project and offers following comments:

This project is in an area of Texas designated by the United States Environmental Protection Agency as nonattainment for the National Ambient Air Quality Standard for particulate matter and maintenance for the 1997 National Ambient Air Quality Standard for ozone. Therefore, transportation conformity may apply.

Thank you for the opportunity to review this project. If you have any questions, please contact me at (512) 239-4905 or holly.brightwell@tceq.texas.gov.

Regards,

A handwritten signature in black ink, appearing to read "Holly Brightwell".

Holly Brightwell
Mobile Source Programs Team
Air Quality Division

A-3: Texas Parks and Wildlife Department

Letters Received



Life's better outside.®

Commissioners

T. Dan Friedkin
Chairman
Houston

Ralph H. Duggins
Vice-Chairman
Fort Worth

Antonio Faicon, M.D.
Rio Grande City

Karen J. Hixon
San Antonio

Dan Allen Hughes, Jr.
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Bill Jones
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Margaret Martin
Boerne

S. Reed Morian
Houston

Dick Scott
Wimberley

Lee M. Bass
Chairman-Emeritus
Fort Worth

Carter P. Smith
Executive Director

November 28, 2012

Mr. Edward Calvo
El Paso District Advance Transportation Planning Director
Texas Department of Transportation
13301 Gateway Blvd.
El Paso, TX 79928

RE: Proposed Loop 375 Border Highway West Extension Project (CSJ
2552-04-027), El Paso County

Dear Mr. Calvo:

Texas Parks and Wildlife Department (TPWD) received the draft Environmental Impact Statement (EIS) for the above-referenced project located in the City of El Paso. TPWD staff has reviewed the document and offers the following comments concerning this project.

Please be aware that a written response to a TPWD recommendation or informational comment received by a state governmental agency may be required by state law. For further guidance, see the Texas Parks and Wildlife Code, Section 12.0011, which can be found online at <http://www.statutes.legis.state.tx.us/Docs/PW/htm/PW.12.htm#12.0011>. For tracking purposes, please refer to TPWD project number ERCS-2946 in any return correspondence regarding this project.

Project Description

The proposed project would construct a four-lane controlled access facility that would begin at Racetrack Drive, extend to US 54 near downtown El Paso, and provide a continuation of Loop (LP) 375 to the west. TxDOT's preferred alternative is Reasonable Alternative 2, which consists of segments known as Rail Yard B and Border A. The non-tolled length of the preferred alternative is 1.9 miles and the tolled length is 7.1 miles. This alternative would require a total of approximately 134.4 acres of additional right-of-way (ROW). Planning and design efforts to date indicate that the roadway would have an 80-foot wide inside ROW and a 120-foot wide outside ROW with four 12-foot lanes, 10-foot outside shoulders, 4-foot inside shoulders, and 4 feet at the center of the roadway for a concrete traffic barrier to separate opposing directions of traffic. A large portion of the preferred alternative would be elevated to avoid impacts to the international boundary, border patrol trail, and railroad tracks.

Section 4.8 Ecological Impacts
Section 4.8.2 Wildlife Impacts
Section 4.8.2.1 Terrestrial Wildlife

This section states that potential impacts to wildlife resulting from the proposed project can be attributed to the interaction/avoidance of wildlife with construction machinery, the loss of wildlife habitat, habitat fragmentation, and wildlife/vehicle collisions. Some impacts including wildlife-vehicle collisions would continue to occur after construction. As stated in Section 4.8.1.2, although all of the proposed reasonable alternatives are located within urban areas that are already heavily developed and fragmented, each of the alternatives would contribute to the fragmentation of habitats in the study area.

Recommendation: For portions of new-location roadways that would not be elevated, TPWD recommends TxDOT consider incorporating improved wildlife crossings into roadway designs, particularly in areas where the roadway bisects wildlife travel corridors such as riparian areas. Bridges should not only span waterways but should also span sufficient amounts of riparian habitat to allow wildlife to cross under the roadway at these locations. Any additional features that may attract wildlife to habitats adjacent the roadway should also be examined when considering wildlife crossing locations. Improved wildlife crossings are intended to protect motorists as well as native wildlife species by preventing wildlife-vehicle collisions like those recently seen on new-location roadways in central Texas.

Section 4.8.2.2 Migratory Bird Treaty Act (MBTA)

This section states that a cursory nest survey was conducted in January 2012 within the areas proposed for clearing under the proposed design changes. No active nests were observed at the time of the site survey, and no evidence of migratory birds was observed within the overpass and drainage improvement project limits.

Recommendation: TPWD recommends TxDOT perform nest surveys during the general migratory bird nesting season, approximately March through August, to determine whether birds are nesting in the project area.

Section 4.8.3 Threatened and Endangered Species Impacts
Section 4.8.3.2 Reasonable Alternatives

This section states that suitable habitats for the following plant species of concern are present within the proposed ROW, although no populations of these species were identified during field surveys:

- Comal snakewood (*Colubrina stricta*)
- Desert night blooming cereus (*Peniocereus greggii* var. *greggii*)
- Resin-leaf brickellbush (*Brickellia baccharidea*)
- Texas false saltgrass (*Allolepis texana*)

The draft EIS concludes that the proposed project may impact these species.

Recommendation: TPWD recommends TxDOT survey suitable habitats for rare plant species during the seasons when they would be most detectable. For example, the Desert night blooming cereus is visually similar to the dead stems of woody plants under which it often grows. This species is inconspicuous except when flowering, which is concentrated during a few nights in early May to late June. TPWD recommends TxDOT avoid disturbing these species where feasible. Where removal of these plants is unavoidable, please contact this office to discuss the potential for salvage of individuals and/or seeds prior to disturbance.

The draft EIS lists several mammal species of concern that could potentially be impacted by proposed project activities including the Pecos River muskrat (*Ondatra zibethicus ripensis*). As stated in the draft EIS, the Pecos River muskrat has been documented in the study area in the Texas Natural Diversity Database, and suitable habitat for this species may be present in the project area. No populations of this species were identified in the proposed ROW.

Recommendation: TPWD recommends TxDOT survey for evidence of the Pecos River muskrat (e.g., tracks, burrows) where the proposed project would impact habitat adjacent to the Rio Grande and irrigation canals. If evidence of the Pecos River muskrat is found in the project area, TPWD recommends TxDOT avoid disturbing this species and its burrows to the extent feasible.

Various sections of the draft EIS state that the locations of all permanent and temporary easements are not known at this time, and the specific locations of the temporary work spaces are not yet known.

Mr. Edward Calvo
Page 4
November 28, 2012

Recommendation: TPWD recommends TxDOT survey proposed temporary work spaces/easements for rare and protected species prior to deciding final locations. Where feasible, TPWD recommends TxDOT avoid adverse impacts to important natural resources, including the rare species discussed above, when siting temporary and permanent easements and work spaces.

Chapter 7: Agency Coordination and Public Involvement and
Appendix B: Project Coordination Plan and

As seen on project maps, the Chamizal National Memorial is located north of the existing LP 375 ROW near the eastern terminus of the proposed project. The draft EIS states that the National Park Service (NPS) was identified as a potential participating agency and mailed a letter during the agency scoping process in October of 2007. Because no response from the NPS was included in Appendix D, TPWD assumes NPS did not become a participating agency.

Recommendation: If not done to date, TPWD recommends TxDOT contact Chamizal National Memorial personnel regarding potential direct and indirect impacts to the park as a result of the proposed project. Adverse impacts to park facilities and disruption of park events should be avoided during and after construction.

I appreciate the opportunity to review and comment. Please contact me at (512) 389-4579 if we may be of further assistance.

Sincerely,



Julie C. Wicker
Wildlife Habitat Assessment Program
Wildlife Division

JCW:gg.ERCS-2946

TxDOT Response



13301 GATEWAY BLVD. WEST • EL PASO TX 79928-5410 • (915) 790-4200
March 21, 2013

Highway: Loop 375 Border Highway West Extension Project
Limits: From Park Street to Racetrack Drive
CSJ: 2552-04-027
County: El Paso

Ms. Julie C. Wicker
TPWD Wildlife Habitat Assessment Program/Wildlife Division
4200 Smith School Road
Austin, Texas 78744-3291

Re: ERCS-2946
Response to Comments on the Loop 375 Border Highway West Extension Project

Dear Ms. Julie C. Wicker

We appreciate the comments and recommendations you have provided on the proposed Loop 375 Border Highway West Extension Project Draft Environmental Impact Statement (EIS). In response to your concerns by letter dated November 28, 2012, we have the following responses:

Texas Department of Transportation (TxDOT) will continue to coordinate with the Texas Parks and Wildlife Department (TPWD) on the proposed project and would be available to meet with TPWD to discuss project plans regarding the roadway design for the proposed project. Many portions of the proposed project consist of bridges that would span waterways and may retain sufficient amounts of riparian habitat to allow wildlife to cross under the roadway at these locations. The proposed project would not impact the Rio Grande or riparian areas adjacent to this river.

TxDOT will perform nest surveys during the general migratory bird nesting season, approximately March through August, prior to construction, to determine whether birds are nesting in the project area. No vegetation will be removed containing nests, eggs, or young should clearing occur during the nesting and breeding season.

Field surveys were conducted for threatened and endangered species in January 2012 for the Draft EIS and January 2013 for the Final EIS. At that time no threatened and endangered species, or any state listed species were identified within the project area. In areas that are safe and accessible, where suitable habitat has been identified, and construction activities would result in potential impact to those habitat areas, TxDOT would conduct additional surveys.

In the case of threatened and endangered plant species, these surveys will take place during the season when these species would be most detectable. If a threatened and endangered plant species is identified, TxDOT would avoid disturbing these species where

Loop 375 Border Highway West Extension Project

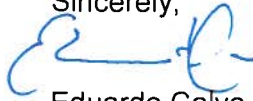
feasible. Where removal of these plants is unavoidable, TPWD would be contacted to discuss the potential for salvage of individual plants and/or seeds prior to disturbance.

TxDOT would also make every effort to avoid adverse impacts when siting temporary and permanent easements and works spaces.

Mr. Richard Harris, Superintendent of Chamizal National Memorial Park, has been included on all Loop 375 Border Highway West Extension Project correspondence including Public Meetings and Public Hearing notices and project newsletters. At this time, no concerns have been brought forward by the Chamizal National Memorial Park in regards to impacts from the proposed project.

We appreciate your interest in this project. If you have any questions or require additional information, please contact me at (915) 790-4200.

Sincerely,



Eduardo Calvo

Advanced Transportation Planning Director

cc: Mimi Horn, El Paso District Environmental Coordinator
Margaret Canty, West Region Project Delivery Management Section, Project Manager,
TxDOT

A-4: National Park Service

Letters Received

From: Michael Elliott [mailto:michael_elliott@nps.gov]

> Sent: Monday, January 28, 2013 2:55 PM

> To: Info@borderhighwaywest.com<<mailto:Info@borderhighwaywest.com>>; Carlos Swonke

> Subject: El Camino Real de Tierra Adentro National Historic Trail and the Border Highway West Project

>

> Greetings,

> I review compliance issues for the National Park Service National Trails office in Santa Fe, NM. I have corresponded and spoken by phone with several individuals, including Jesús Heredia and Blanca del Valle, regarding the Border Highway West project. We have concerns that the project will affect the Congressionally designated El Camino Real de Tierra Adentro National Historic Trail and resources associated with it. We sent GIS data showing the location of the trail clearly crossing your project APE to Angela McMurray of HNTB consultants, who was working for you on the project. Yet we find no mention of the trail in any portion of the Draft State EIS that has been published online. No one from TxDOT has corresponded with us about the project although we requested that we be kept informed. We are concerned that the trail and its associated resources are being ignored, and we are at a loss to understand why that would be. Would you please clarify to us the Department's position with regard to the trail and its associated resources, and the possible effects of the Border Highway West project on it? We would be most appreciative of your time. Thank you.

>

> Best regards,

> Mike Elliott

> *****

> [[cid:image001.jpg@01CDFE02.AAFEFE00](#)]

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> [[cid:image002.jpg@01CDFE45.BAAC3960](#)]<<http://www.txdot.gov/ttf/>>

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> This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are NOT the intended recipient and receive this communication, please delete this message and any attachments. Thank you.

>

> [[cid:image002.jpg@01CDFE45.BAAC3960](#)]<<http://www.txdot.gov/ttf/>>

TxDOT Response



Texas Department of Transportation®

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March 5, 2013

Highway: Loop 375 Border Highway West Extension Project
Limits: From Park Street to Racetrack Drive
CSJ: 2552-04-027
County: El Paso

Mr. Michael L. Elliott
Cultural Resources Specialist
National Trails Intermountain Region
P.O. Box 728
Santa Fe, NM 87504-0728

Re: ERCS-2946
Response to Comments on the Loop 375 Border Highway West Extension Project

Dear Mr. Elliott:

We appreciate the comments and recommendations you have provided on the proposed Loop 375 Border Highway West Extension Project Draft Environmental Impact Statement (EIS). In response to your concerns by email dated January 28, 2013, we have the following responses:

Approximately 10 miles of the El Camino Real de Tierra Adentro National Historic Trail has been included within the Area of Potential Effect (APE) for cultural resource surveys for the proposed project. This determination was made using data provided from John Cannella (GIS Coordinator with the National Parks Service [NPS]) on April 19, 2012. The trail was considered under the Historic Resources Survey Report (HRSR), but was not considered as a historic resource because there was no physical evidence or signage of the trail along US 85 within the project APE.

The National Parks Service has been included in the following project coordination to date.

2007

- An invitation letter to Agency and Public Scoping Meetings #1 on October 10, 2007 to Mr. Mike Snyder, Regional Director NPS.
- A postcard invitation to the Agency and Public Scoping Meetings #1 hand delivered on October 15, 2007 to Mr. Mike Snyder, Regional Director NPS.

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2011

- An invitation letter to Agency and Public Scoping Meeting #2 on November 3, 2011 to Mr. John Wessels, Regional Director - Intermountain Region, U.S. Department of the Interior - NPS.
- Project newsletter with project information and an invitation to the Public Scoping Meeting #2 November 28, 2011 to Mr. John Wessels, Regional Director - Intermountain Region, U.S. Department of the Interior - NPS.

2012

- Invitation letter to Public Scoping Meeting #3 mailed on May 18, 2012 to Mr. John Wessels, Regional Director - Intermountain Region, U.S. Department of the Interior - NPS.
- Invitation letter to the Public Hearing mailed on October 2, 2012 to Mr. John Wessels, Regional Director - Intermountain Region, U.S. Department of the Interior - NPS.
- Project newsletter with project information and invitation to the Public Hearing was mailed on October 15, 2012 to:
 - Mr. John Wessels, Regional Director - Intermountain Region, U.S. Department of the Interior - NPS;
 - Ms. Tina Smiley, Administrative Asst., U.S. Department of the Interior - NPS;
 - Mr. Steve Burns Chavez, Landscape Architect, NPS - National Trails System Intermountain Region.

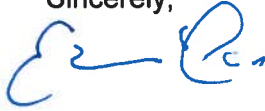
In addition to the invitations and mailings listed above, the NPS was also included in the Context Sensitive Solutions (CSS) meetings. These meetings consisted of two committees, a Technical Advisory Committee (TAC) and the Aesthetic Advisory Committee (AAC). Initial invitations were sent to John Wessel (January 19, 2012). Two representatives from the NPS - Chamizal National Memorial, Park Superintendent Catherin Light, and Assistant Tina Smiley, attended the first TAC meeting held January 23, 2012. Superintendent Catherin Light also attended the first (February 9, 2012) and the last (May 17, 2012) AAC meetings and Jerome Flood NPS - Chamizal National Memorial, attended the third (April 12, 2012) AAC meeting.

In addition to the above stated coordination, representatives from the El Paso County Historical Commission, Gary Williams and Bernie Sargent, local champions of the El Camino Real de Tierra Adentro National Historic Trail, have attended the stakeholder meetings and the CSS meetings held throughout the project development process.

Based on input from the El Paso County Historical Commission and NPS, provisions would be made along the project corridor for interpretive signage components. This signage would include the planned interpretive signs for the El Camino Real and the Butterfield Stage Routes. The Camino Real de Tierra Adentro El Paso County Sign Plan was used to determine the locations and the appearance of these signs. This plan was provided to TxDOT by Steve Burns Chavez, NPS - National Trails System Intermountain Region, via e-mail from Gary Williams.

We appreciate your interest in this project. If you have any questions or require additional information, please feel free to contact me at Eduardo.Calvo@txdot.gov or (915) 790-4200.

Sincerely,



Eduardo Calvo
TxDOT El Paso District
Advanced Transportation Planning Director

cc: Mimi Horn, El Paso District Environmental Coordinator
Margaret Canty, West Region Project Delivery Management Section, Project Manager,
TxDOT

A-5: Texas Historical Commission

Letters Received

TEXAS HISTORICAL COMMISSION

real places telling real stories

9 November 2012

Mark M. Brown
Architectural Historian
Environmental Affairs Division
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701

Re: *Project review under Antiquities Code of Texas*
Determination of Eligibility and Effects for construction of Spur 1966 from US 85 to Schuster Avenue, El Paso, El
Paso County, Texas (TAC; TxDOT CSJ # 3628-01-001)

Dear Dr. Brown,

Thank you for the information you submitted to our office on October 19, 2012 for the above-referenced project, which is being coordinated under the Antiquities Code of Texas (TAC). This letter clarifies our comment on Resource 27dd in the letter we sent your office yesterday and serves as official comment from Texas' State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

THC staff led by Linda Henderson reviewed the materials. We concur with the letter and the report's eligibility findings and the boundary recommendation with one exception, Resource 27dd, which we identified as part of the original National Register (NRHP) listing. We wanted to clarify that statement after discussing the former Fort Bliss guardhouse with you yesterday. It was not included in the original nomination, but it is within the recommended boundaries and was only identified as a fort resource after the NRHP designation in 1972. Despite modern alterations, we feel the former guard house (Resource 27dd) retains sufficient integrity to be considered contributing to the Old Fort Bliss/Hart's Mill Historic District.

Our comments on effects remain the same; please see yesterday's letter for reference, and thank you again for coordinating with our office and for your ongoing efforts to identify and protect the state's irreplaceable historic and cultural resources. Please contact us if you have any questions about this project:
linda.henderson@thc.state.tx.us or 512/463-5851.

Sincerely,



Linda Henderson, Historian

For:
Mark Wolfe, State Historic Preservation Officer



RICK PERRY, GOVERNOR • SHERI S. KRAUSE, CHAIRMAN • MARK WOLFE, EXECUTIVE DIRECTOR

P.O. BOX 12276 • AUSTIN, TEXAS • 78711-2276 • P 512.463.6100 • F 512.475.4872 • TDD 1.800.735.2989 • www.thc.state.tx.us

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NOV 13 2012

DISTRICT BUSINESS
SERVICES

November 7, 2012

Eduardo Calvo, Advance Transportation Planning Director
Texas Department of Transportation, El Paso District
13301 Gateway Boulevard
El Paso, Texas 79928

Re: Project review under Antiquities Code of Texas, Draft EIS for Proposed Loop 375 Border Highway West Extension Project, El Paso, El Paso County, Texas (TAC/TxDOT CSJ 2552-04-027)

Dear Mr. Calvo,

Thank you for submitting the above-referenced document, a Draft State Environmental Impact Statement (EIS) for the proposed Loop 375 Border Highway West Extension Project. This letter serves as official comment from Texas' State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

THC staff led by Mark Denton and Linda Henderson reviewed the materials under the Texas Antiquities Code. Should the project get or require federal funding, licensing, or permitting, we may need more information per Section 106 of the National Historic Preservation Act.

We understand that TxDOT ENV staff in Austin are preparing information related to cultural resources, and we will review that when we receive it. Per our understanding of the resources, there are numerous National Register-eligible or listed resources within the project area, and we are concerned about a currently proposed drainage detection pond inside of the boundaries of the Old Fort Bliss National Register District. Preliminary information from ENV indicates that this area is highly disturbed and contains massive amount of fill material, and we look forward to receiving additional information about these conditions.

Thank you for your cooperation in this state review process, and for your efforts to preserve the irreplaceable heritage of Texas. **If you have any questions, please contact Mark H. Denton, of our staff at (512) 463-5711.**

Sincerely,



for
Mark Wolfe
Executive Director

MW/mhd

Scott Pletka (TxDOT-ENV)
Bruce Jensen (TxDOT-ENV)



RECEIVED

DEC 12 2012

December 11, 2012

History Programs Division

Antiquities Code of Texas: No Adverse Effects to NRHP-listed or SAL-designated properties present in proposed ROW

El Paso County (El Paso District)
Loop 375 / Border Highway West
From Racetrack Drive to US 54
CSJ: 2552-04-027

Ms. Linda Henderson, History Programs Division
Texas Historical Commission
Austin, Texas 78711

Dear Ms. Henderson:

The Texas Department of Transportation – El Paso District proposes advance acquisition of a 4.19 acre parcel under 43 Texas Administrative Code 2.1. Of the 4.19 acres, 1.28 acres would be required for the proposed Spur 1966 previously coordinated with your offices under CSJ 3628-01-001. The remaining 2.91 acres, shaded purple on the attached "Environmental Constraints Map," would be required for the proposed Loop 375 / Border Highway West project and is the subject of this coordination letter. See attached maps and a copy of your letter of November 9, 2012.

While the 2.91 acres would be required for the Border Highway West project, it is wholly within the APE of the Spur 1966 project and thus it is appropriate to use the previously coordinated Spur 1966 historic resources survey report (HRSR) for this early coordination as well. The parcel includes all or part of Resources #27 c, d, e, f, and I associated with Globe Industries.

Survey Findings

A review of the National Register of Historic Places (NRHP), the list of State Archeological Landmarks (SAL), and the list of Recorded Texas Historic Landmarks (RTHL) indicated there is one historically significant resource previously documented within the area of potential effects (APE): the Old Fort Bliss / Hart's Mill Historic District. One of the contributing resources to Old Fort Bliss / Hart's Mill Historic District, # 27ii, is an RTHL. TxDOT historians have determined the APE for this to be the footprint of the proposed advance acquisition. There are no designated SALs in the APE.

Old Fort Bliss / Hart's Mill Historic District (Resource #s 27a-yy) was inscribed on the

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National Register on February 3, 1972. It is significant under Criterion A at the state level in the areas of Commerce and Military. The recommended period of significance for Fort Bliss is 1879 - 1893 and 1850 - c. 1930 for Hart's Mill. On November 9, 2012 the THC concurred with HRSR's recommended boundary for the historic district and that four resources (#s 27dd, 27hh, 27ii, 27oo) are contributing to the district. THC also determined that the previously unlisted former guard house (Resource 27dd) is also a contributing resource.

Determination of Effects

While the proposed parcel acquisition would require use of land from within the Old Fort Bliss / Hart's Mill Historic District, it would cause no adverse effects thereto. No land would be required for transportation uses from the parcels of contributing non-archeological resources. Contributing *parcels* occupy only 4.4906 acres, 8.1% of the estimated 55.31 acres within the recommended boundaries. Parcel acreage is provided out of calculation convenience; the *actual footprint* of the contributing resources is substantially less. Should the 2.91 acres be used for the Border Highway West, the construction on the proposed parcel would be adjacent to Interstate 10, between at least two railroad rights of way, and further isolated from the contributing resources of the Old Fort Bliss / Hart's Mill Historic District by other industrial resources and the proposed Spur 1966 project.

In lieu of a standard in the Antiquities Code of Texas when a state-funded project proposes using non-contributing resources from a NRHP-listed district, FHWA's July 2012 Section 4(f) Policy Paper Question 7C offers guidance for assessing effects.¹ FHWA's standard is: "substantially impairs the activities, features, or attributes that are related to the NR eligibility of the historic district." That the historic district's integrity of design, feeling, and association has already been substantially impaired can be seen in attached updated graphic showing the parcels containing contributing and non-contributing resources within the recommended boundaries. The proposed parcel acquisition represents no change in integrity on location, design, setting, materials, workmanship, feeling, or association of the contributing resources and as such would cause no adverse effects.

¹ Section 13.1.4 of the HRSR cites the 2005 Section 4(f) Policy Paper. The updated text of the July 2012 Section 4(f) Policy Paper is provided here as a courtesy:

Question 7C: How is a Section 4(f) use determined in historic districts?

Answer: When a project requires land from a non-historic or non-contributing property lying within a historic district and does not use other land within the historic district that is considered contributing to its historic significance, FHWA's longstanding policy is that there is no direct use of the historic district for purposes of Section 4(f). With respect to constructive use, if the Section 106 consultation results in a determination of no historic properties affected or no adverse effect, there is no Section 4(f) constructive use of the district as a whole. If the project requires land from a non-historic or non-contributing property, and the Section 106 consultation results in a determination of adverse effect to the district as a whole, further assessment is required pursuant to 23 CFR 774.15 to determine whether or not there will be a constructive use of the district. If the use of a non-historic property or non-contributing element substantially impairs the activities, features, or attributes that are related to the NR eligibility of the historic district, then Section 4(f) would apply. In any case, appropriate steps, including consultation with the SHPO/THPO on the historic attributes of the district and impacts thereto, should be taken to establish whether the property is contributing or non-contributing to the district and whether its use would substantially impair the historic attributes of the historic district.

Efforts to Minimize Harm

Efforts to minimize harm to historic resources in the APE have been an integral part of the project planning and development process:

- TxDOT historians conducted extensive historic research on appropriate boundaries for the Old Fort Bliss / Hart's Mill Historic District.
- While neither contributing to the Old Fort Bliss / Hart's Mill Historic District, nor an SAL, nor listed on the NRHP, the Globe Industries complex is NRHP eligible. It was out of recognition of their significance, and in lieu of mitigation, that TxDOT historians conducted extensive historic research on Globe Industries, including securing high resolution scans of blueprints for the Globe Flour Mill (see Appendix E of the Spur 1966 survey report).

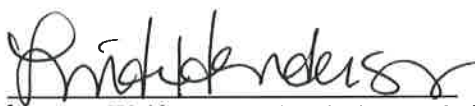
Conclusion

We request your review and concurrence with this finding of "No Adverse Effects to Historic Properties" in the study area per the terms of the MOU. Please return a signed copy of this correspondence for our files within 20 days. Thank you for your assistance with the Antiquities Code of Texas review process. If you have any questions or comments concerning these evaluations, please call me at (512) 416-2600.

Sincerely,



Mark M. Brown, PhD
Architectural Historian
Environmental Affairs Division

CONCUR-	
MEMORANDUM OF UNDERSTANDING - ANTIQUITIES CODE OF TEXAS	
NO ADVERSE EFFECTS TO HISTORIC PROPERTIES	
NAME: 	DATE: <u>12/21/2012</u>
for Mark Wolfe, Texas Historical Commission	

cc: Mimi Horn, El Paso District; Margaret Canty ENV-PD

A-6: International Boundary and Water Commission

Letters Received



INTERNATIONAL BOUNDARY AND WATER COMMISSION
UNITED STATES AND MEXICO

OFFICE OF THE COMMISSIONER
UNITED STATES SECTION

October 25, 2012

Eduardo Calvo
Advance Transportation Planning Director
TxDOT El Paso District
13301 Gateway Blvd. West
El Paso, Texas 79928

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OCT 26 2012

DISTRICT BUSINESS SERVICES

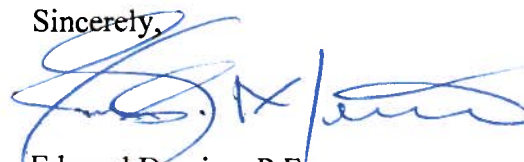
Dear Mr. Calvo:

I am in receipt of your letter dated October 2, 2012 regarding the Texas Department of Transportation (TxDOT) Notice of Availability of the draft Environmental Impact Statement (DEIS) and Public Hearing for the proposed project entitled "Loop 375 Border Highway West Extension Project", located in El Paso, Texas. The EIS is available for review and comment and the public hearing will be held on November 15, 2012 at the University of Texas at El Paso (UTEP), El Paso Natural Gas Center located on Wiggins Road in El Paso.

With regard to the above, the United States Section, International Boundary and Water Commission (USIBWC) staff from the Environmental Management Division (EMD) will submit comments on the DEIS to your attention. EMD staff will also be in attendance at the upcoming November 15th meeting at UTEP.

The USIBWC appreciates the information and looks forward to continued dialogue with TxDOT on this project. If you have any questions, please contact Principal Engineer John L. Merino at (915) 832-4749.

Sincerely,

FOR: 
Edward Drusina, P.E.
Commissioner



OFFICE OF THE COMMISSIONER
UNITED STATES SECTION

INTERNATIONAL BOUNDARY AND WATER COMMISSION
UNITED STATES AND MEXICO

November 21, 2012

HNTB

Attn: Loop 375 Border Highway West Extension Project Coordinator
7500 Viscount Boulevard, Suite 100
El Paso, TX 79925-5665

Re: TxDOT Loop 375 Border Highway West Extension Project
State Draft Environmental Impact Statement (DEIS)

Dear Project Coordinator:

The International Boundary and Water Commission, United States Section (USIBWC) appreciates the opportunity to comment on the State DEIS for the Texas Department of Transportation (TxDOT) Loop 375 Border Highway West Extension Project. The project addresses needed improvements to system capacity and reliability, and regional system linkage for the El Paso Metropolitan Area. The USIBWC has reviewed the DEIS, and the project alternatives are likely to impact USIBWC properties and will require further coordination with the USIBWC through the license program.

The USIBWC supports the Preferred Alternative, Alternative 2, as it minimizes impacts to USIBWC jurisdictional properties. However, a portion of the proposed project would have a longitudinal encroachment on the Rio Grande floodplain within the USIBWC Rectification and Canalization Projects, with potential impacts to USIBWC properties in the reach between Santa Fe Street International Bridge and Yandell Drive/Spur 1966 (Border A) and the reach between Executive Center Boulevard and Racetrack Drive (Railyard B). The proposed project will require a license from the USIBWC; items listed on the Permits and License Checklist will be required for review and license approval including resource agency correspondence and HEC-RAS modeling which compare before and after construction conditions showing all obstructions within the floodplain.

The USIBWC would like to offer the following additional comments for the DEIS:

1. Page 2-14: Table 2-4 lists alternative 13g as Railyard B. It should be listed as Railyard A.
2. Page 3-5: Consider revising the sentence under Table 3-4 to remove historic resources as individual historic resources were not listed in this section.
3. Page 3-45: Please pluralize hydroelectric generating plants in IBWC activity #5 as there are several plants along the Rio Grande under IBWC management.

4. Sections 3.9.5.1-3: The USIBWC has documented resident Southwestern Willow Flycatcher and Western Yellow-billed Cuckoo in the Rio Grande reach just north of Sunland Park Drive. Coordination with the U.S. Fish and Wildlife Service may be required for these endangered/candidate species.
5. Section 3.11: Heavy metals contamination is not limited to the ASARCO property. Heavy metals from ASARCO fall-out have been identified on USIBWC managed properties within the study area/project limits. Data can be provided upon request.

Thank you again for the opportunity to review and comment on the project. If you have any questions, please call me at (915) 832-4702 or Rebecca Little Owl at (915)832-4734.

Sincerely,

for G.A.

Gilbert Anaya
Division Chief
Environmental Management Division

TxDOT Response

PUBLIC HEARING COMMENT AND RESPONSE REPORT

Loop 375 Border Highway West Extension Project

November 15, 2012

#	Name	Verbal/ Written Comments	TxDOT Response
		<p>west sides of El Paso can negatively affect Downtown's future economic growth</p> <p>*Increased congestion on Paisano - Traffic levels on Paisano Avenue, the proposed main artery between the spurs, I-10 and the Loop, are already heavy; adding additional traffic will discourage additional visits into Downtown so adding traffic without adding capacity or other improvements is a great concern</p> <p>*International Bridge congestion - North-south traffic on Stanton at peak hours related to the international bridge causes a lot of congestion which affect side streets with residential and commercial uses, in and near Downtown, another factor that could hinder Downtown's further growth</p> <p>*Access to the Downtown business and entertainment districts - Nearest access points from both east and west side are at UTEP or near Bowie High School, both too far from the core of Downtown and its Shopping District, a further deterrent for visits to eat, shop and play Downtown</p> <p>*The latest project newsletter does not show alternatives shared at the October 2 meeting and if a viable alternative is not under consideration that is also a concern. The DMD Board requests that TxDOT review the proposed access into downtown and that additional access be included in the final design. In particular, the downtown shopping and entertainment districts within Downtown need to be considered, perhaps by making Oregon Street and the western-most section of downtown accessible to vehicles coming in from the eastside. A project of this magnitude necessitates the best design potentially hinder the economic viability of the Downtown area, especially after the great community support shown for projects that enhance both the quality of life and economic development of our community. You can be assured that a DMD representative will attend the next public meeting to raise these concerns. Should you have any questions, please contact me.</p> <p>Sincerely, Veronica R. Soto, AICP, Executive Director</p>	
21	Gilbert Anaya	<p>Dear Project Coordinator: The International Boundary and Water Commission, United States Section (USIBWC) appreciates the opportunity to comment on the State DEIS for the Texas Department of Transportation (TxDOT) Loop 375 Border Highway West Extension Project. The project addresses the needed improvements to system capacity and reliability, and regional system linkage for the El Paso Metropolitan Area. The USIBWC has reviewed the DEIS, and the project alternatives are likely to impact USIBWC properties and will require</p>	<p>Comment noted.</p> <p>TxDOT has been coordinating with the IBWC, a cooperating agency in the EIS process and is in the process of on-going coordination regarding the licensing and permitting needs for the proposed project within the</p>

PUBLIC HEARING COMMENT AND RESPONSE REPORT

Loop 375 Border Highway West Extension Project

November 15, 2012

#	Name	Verbal/ Written Comments	TxDOT Response
		<p>further coordination with the USIBWC through the license program. The USIBWC supports the Preferred Alternative, Alternative 2, as it minimizes impacts to USIBWC jurisdictional properties. However, a portion of the proposed project would have a longitudinal encroachment on the Rio Grande floodplain within the USIBWC Rectification and Canalization Projects, with potential impacts to USIBWC properties in the reach between Santa Fe Street International Bridge and Yandell Drive/Spur 1966 (Border A) and the reach between Executive Center Boulevard and Racetrack Drive (Rail yard B). The proposed project will require a license from the USIBWC; items listed on the Permits and License Checklist will be required for review and license approval including resource agency correspondence and HEC-RAS modeling which compare before and after construction conditions showing all obstructions within the floodplain. The USIBWC would like to offer the following additional comments for the DEIS: (1) Page 2-14: Table 2-4 lists alternative 13g as Rail yard B. It should be listed as Rail yard A. (2) 3-5: Consider revising the sentence under Table 3-4 to remove historic resources as individual historic resources were not listed in this section. (3) Page 3-45: Please pluralize hydroelectric generating plants in IBWC activity #5 as there are several plants along the Rio Grande under the IBWC management. (4) Sections 3.9.5.1-3: The USIBWC has documented resident Southwestern Willow Flycatcher and Western Yellow-billed Cuckoo in the Rio Grande reach just north of Sunland Park Drive. Coordination with the U.S. Fish and Wildlife Service may be required for these endangered/candidate species. (5) Section 3.11: Heavy metals contamination is not limited to ASARCO property. Heavy metals from ASARCO fall-out have been identified on USIBWC managed properties within the study area/project limits. Data can be provided upon request. Thank you again for the opportunity to review and comment on the project. If you have any questions, please call me at (915) 832-4702 or Rebecca Little Owl at (915) 832-4734. Sincerely, Gilbert Anaya, Division Chief, Environmental Management Division.</p>	<p>jurisdictional areas of the IBWC. The project team has reviewed the checklist referenced and will continue to coordinate to meet the requirements of the process.</p> <p>Recommended revisions 1) -3) will be included in the FEIS as applicable.</p> <p>4) TxDOT circulated a copy of the DEIS to the U.S. Fish and Wildlife Service and they responded by letter that their review is complete and they have no further comments or concerns regarding impacts to species.</p> <p>Regarding the comment on heavy metals contamination not being limited to ASARCO property – a preliminary records search has been conducted to meet ASTM E 1527-05 standards; however, further investigations and testing will be conducted as needed to determine the potential for hazardous materials that may impact the proposed project construction.</p>
22	Joseph J. Ayoub	Congratulations!!!	Comment Noted.

A-7: United State Fish and Wildlife Service

Letters Received

From: LeBlanc, Darren [darren_leblanc@fws.gov]
Sent: Wednesday, November 28, 2012 9:38 AM
To: Info BHWest
Subject: USFWS comments on Draft EIS

The US Fish and Wildlife Service has reviewed the Draft EIS for the proposed Loop 375 Border Highway West Extension project in El Paso, Texas, dated October 2, 2012. Based on our review, we believe Draft EIS accurately reflects that the action alternative would have minimal effect on Service trust resources. Therefore, we have no concerns with, or comments on, the draft EIS. Thank you for requesting our input on the Draft EIS and please keep us informed of further developments with this project.

If you have any questions, please feel free to contact me using this email address or the phone numbers below. Thank you.

--

Darren LeBlanc
Texas Transportation Liaison
c/o Austin Ecological Services Field Office
10711 Burnet Rd, Suite 200
Austin, TX 78613
512-490-0057 ext 247
512-608-7591 blackberry

TxDOT Response

PUBLIC HEARING COMMENT AND RESPONSE REPORT
Loop 375 Border Highway West Extension Project
November 15, 2012

#	Name	Verbal/ Written Comments	TxDOT Response
27	Darren LeBlanc	The US Fish and Wildlife Service has reviewed the Draft EIS for the proposed Loop 375 Border Highway West Extension project in El Paso, Texas, dated October 2, 2012. Based on our review, we believe Draft EIS accurately reflects that the action alternative would have minimal effect on Service trust resources. Therefore, we have no concerns with, or comments on, the draft EIS. Thank you for requesting our input on the Draft EIS and please keep us informed of further developments with this project. If you have any questions, please feel free to contact me using this email address or the phone numbers below. Thank you.	Comment Noted.

Appendix B
**El Paso MPO Draft Amendment II *Mission 2035* MTP – Project List and
FHWA Conformity Determination**

Draft Amendment II Mission 2035 MTP - Project List

City Area	CSJ	Project ID	Project Name	Project Description	From	To	Network	Current Construction Cost / 2010-2035 Cost	Est. Construction Cost (Year of Expenditure Cost)	Est. PE Cost	Est. ROW Cost	Total Project Cost	Sponsor	YOE (FY)
REGIONAL	2552-03-034	F011A-15A	LOOP 375 (JOE BATTLE BLVD & FM 659 ZARAGOZA RD)	CONSTRUCT INTERCHANGE AT FM 659 ZARAGOZA RD.	N INT. LP 375 & FM 659	S OF INT. LP375 & FM 659	2020	\$26,024,786	\$26,024,786	\$1,275,214	\$4,700,000	\$32,000,000	TXDOT	2011
REGIONAL	2552-02-027	F052X	LOOP 375 (PURPLE HEART) OPERATIONAL IMPROVEMENTS	AUXILIARY LANES	NEW FT. BLISS HOSPITAL INTERCHANGE	SPUR 601	2020	\$2,091,953	\$2,091,953	\$102,506	\$0	\$2,194,459	TXDOT	2013
REGIONAL	2552-01-036	F020X-15A	LOOP 375 (WOODROW BEAN TRANSMOUNTAIN NORTHEAST) - PHASE 2	BUILD 4 MAIN LANES INCLUDING GRADE SEPARATIONS	BU 54 (DYER ST.)	US 54 PATRIOT FREEWAY (GATEWAY SOUTH)	2020	\$20,997,104	\$20,997,104	\$2,732,602	\$3,570,294	\$27,300,000	TXDOT	2011
REGIONAL	2552-01-033	F043X-MOD	LOOP 375 (WOODROW BEAN TRANSMOUNTAIN WEST)	WIDEN FROM 2-LANE TO 4-LANE DIVIDED WITH GRADE SEPARATIONS AT MAJOR STREETS, 2 DIRECT CONNECTS AND FRONTAGE ROADS.	I-10	FRANKLIN MTN STATE PARK	2020	\$68,729,108	\$68,729,108	\$3,736,892	\$18,473,449	\$90,939,449	TXDOT	2011
REGIONAL	2552-01-038	F041X-MOD	LOOP 375 AT US 54 (TRANSMOUNTAIN)	INTERCHANGE IMPROVEMENTS TO CONTRUCT UNDERPASS AT PATRIOT FREEWAY (LOOP 375 AT US 54)	LOOP 375 AT US 54	N/A	2020	\$18,589,133	\$18,589,133	\$910,867	\$500,000	\$20,000,000	TXDOT	2011
MISSION VALLEY	0924-06-090	P505E-MOD	LOOP 375 BORDER HIGHWAY EXTENSION EAST	BUILD 2-LANE DIVIDED	LOOP 375 AMERICAS AVE (LOOP 375)	HERRING RD. EXTENSION	2025	\$23,832,221	\$36,688,609	\$1,797,742	\$2,568,203	\$41,054,554	COUNTY EP	2021
REGIONAL	2552-04-027	F047X-CAP (former F014X-15A)	LOOP 375 BORDER HIGHWAY WEST - TOLL LANES	CONSTRUCT 4-LANE EXPRESSWAY - TOLL LANES (BETWEEN RACETRACK AND SANTA FE ST.) BUILD NEW INTERCHANGE AT COLES ST./PAISANO/LOOP 375	RACETRACK DR.	US 54	2020	\$315,000,000	\$414,518,510	\$20,311,407	\$29,016,296	\$463,846,213	TXDOT	2017
REGIONAL	2552-04-029	F013X-15A	LOOP 375 BORDER HWY/CESAR CHAVEZ	BUILDING TOLL FACILITY BY ADDING 2 INSIDE LANES	IH-110 (BOTA) / US 54 (PATRIOT FWY)	ZARAGOZA RD (ZARAGOZA POE)	2020	\$75,071,497	\$75,071,497	\$3,678,503	\$1,500,000	\$80,250,000	TXDOT	2011
REGIONAL	2552-04-035	E002X	LOOP 375 ENHANCEMENT PROJECT	LOOP 375 ENHANCEMENTS. (BRIDGE CANOPIES, FROM SANTA FE BRIDGE TO STANTON BRIDGE)	EPUTS AREA		2020	\$1,500,000	\$1,500,000	\$0	\$0	\$1,500,000	EL PASO	2010
REGIONAL	2552-04-036	E002X	LOOP 375 ENHANCEMENT PROJECT	LOOP 375 ENHANCEMENTS. (ENHANCEMENTS AT LIONS PLACITA PARK - PHASE 2, FROM SANTA FE ST. TO PADRES DR.) PROJECT IS PART OF ENHANCEMENTS PROJECT SUBMITTED ON A COMPETITIVE BASIS FOR THE EL PASO AREA; APPROVED FOR ARRA BY TTC 5-28-09.	EPUTS AREA		2020	\$600,000	\$600,000	\$0	\$0	\$600,000	EL PASO	2010
REGIONAL		F402X-CAP	LOOP 375 FRONTAGE ROADS	WIDEN LOOP 375 FRONTAGE ROADS FROM 2 TO 3 LANES	FM 76 NORTH LOOP	BOB HOPE	2020	\$1,000,000	\$1,480,244	\$100,000	\$0	\$1,580,244	TXDOT	2020
REGIONAL		F032X-MOD	LOOP 375 JOE BATTLE BLVD.	WIDEN TO 6 LANES	BOB HOPE	US 62/180 (MONTANA)	2020	\$14,000,000	\$19,159,967	\$0	\$0	\$19,159,967	TXDOT	2018
CENTRAL	0167-02-903	S305X	LP 478 DYER ST. IMPROVE TRAFFIC SIGNAL AT MOBILE AVE	LOOP 478 (DYER ST.) IMPROVE TRAFFIC SIGNAL AT MOBILE AVE	AT MOBILE AVE AND DYER		2020	\$211,220	\$211,220	\$10,350	\$0	\$221,570	TXDOT	2011
REGIONAL		R023X	MAINTENANCE CITY OF EL PASO	MAINTENANCE PROJECTS 2010 TO 2035	CITY OF EL PASO- OFF STATE SYSTEM		ALL	\$500,000,000	\$17,857,143	\$0	\$0	\$17,857,143	EL PASO	EP-ALL
REGIONAL		L004X	MEDIAN IMPROVEMENTS- PHASE 2	MEDIAN IMPROVEMENTS, LANDSCAPING, IRRIGATION SYSTEM	CITY OF EL PASO		2020	\$255,481	\$336,196	\$16,474	\$0	\$352,670	EL PASO	2017
REGIONAL	0001-02-054	T015C	MESA (SH 20) RAPID TRANSIT SYSTEM (RTS)	DESIGN AND CONSTRUCTION FOR RAPID TRANSIT SYSTEM (RTS) (THIS PROJECT IS COVER IN TRANSIT AND HIGHWAY PROJECT LISTS. USING \$2M FHWA CAT5 FUNDS, \$6.13M FHWA CAT2, \$13.55M FTA 5309, AND \$5.420M LCL FUNDS FOR TOTAL OF \$27.1M)	ON SANTA FE ST. AT FOURTH AVE. TO FRANKLIN AVE. TO OREGON ST., TO GLORY RD., TO MESA ST. TO REMCON CIRCLE		2020	\$2,000,000	\$0	\$2,000,000	\$0	\$2,000,000	SUN METRO-TRANSIT	2012
REGIONAL	0001-02-054	T015C	MESA CORRIDOR RTS	DESIGN AND CONSTRUCTION FOR RAPID TRANSIT SYSTEM (RTS) (THIS PROJECT IS COVER IN TRANSIT AND HIGHWAY PROJECT LISTS. USING \$2M FHWA CAT5 FUNDS, \$6.13M FHWA CAT2, \$13.55M FTA 5309, AND \$5.420M LCL FUNDS FOR TOTAL OF \$27.1M)	ON SANTA FE ST. AT FOURTH AVE. TO FRANKLIN AVE. TO OREGON ST., TO GLORY RD., TO MESA ST. TO REMCON CIRCLE		2020	\$6,130,000	\$6,130,000	\$0	\$0	\$6,130,000	SUN METRO-TRANSIT	2013
REGIONAL	0924-06-444	T066X	MESA RTS OPERATION	START-UP RTS OPERATING ASSISTANCE	N/A		2020	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	SUN METRO-TRANSIT	2015
REGIONAL	0001-02-057	T067X	MESA RTS PEDESTRIAN ENHANCEMENTS	PEDESTRIAN ENHANCEMENTS INCLUDING INSTALLATION OF SIDEWALKS, LANDSCAPING, STREET FURNITURE, AND SIGNAGE.	GLORY ROAD TRANSFER CENTER	AL JEFFERSON WESTSIDE TRANSFER CENTER	2020	\$1,102,002	\$1,102,002	\$53,998	\$0	\$1,156,000	COEP	2014
REGIONAL	0374-02-089	T017D	MONTANA CORRIDOR RTS	DESIGN AND CONSTRUCTION FOR RTS/ITS/SIGNAL PRIORITIZATION/DIAMOND STRIPED LANES. (THIS PROJECT IS COVER IN TRANSIT AND HIGHWAY PROJECT LISTS. USING \$33.088 FTA 5309/LCL FUNDS AND \$9.702 FHWA CAT2 FUNDS FOR TOTAL OF \$32.79M)	ON SANTA FE ST. AT FOURTH AVE.	RICH BEEM	2020	\$9,248,808	\$9,248,808	\$453,192	\$0	\$9,702,000	SUN METRO-TRANSIT	2015
REGIONAL	0924-06-445	T068X	MONTANA RTS OPERATION	START-UP OPERATING ASSISTANCE	N/A		2020	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	SUN METRO-TRANSIT	2016
REGIONAL	0374-02-096	T069X	MONTANA RTS PEDESTRIAN ENHANCEMENTS	PEDESTRIAN ENHANCEMENTS INCLUDING INSTALLATION OF SIDEWALKS, LANDSCAPING, STREET FURNITURE, AND SIGNAGE.	5 POINTS TRANSFER CENTER	RICH BEEM	2020	\$528,122	\$528,122	\$25,878	\$0	\$554,000	COEP	2015
REGIONAL		C022X	NEW PORT OF ENTRY (POE)	BUILD NEW POE	BETWEEN THE BRIDGE OF THE AMERICAS	AND THE ZARAGOZA POE	2035	\$23,832,221	\$44,637,303	\$2,187,228	\$3,124,611	\$49,949,142	EL PASO	2026
MISSION VALLEY	0674-01-037	P503X-15B	NORTH LOOP DR (FM 76) PHASE 7	WIDEN TO 4 LANES DIVIDED	W OF EL PASO CITY LIMITS	E OF HORIZON BLVD (FM 1281)	2020	\$17,000,000	\$17,000,000	\$833,000	\$11,500,000	\$29,333,000	TXDOT	2012
NE	0924-06-136	P201A-MOD	NORTHEAST PARKWAY PHASE 1	BUILD 2-LANES WITH PASSING LANES AND OVERPASSES (SUPER 2) - TOLL FACILITY	EAST OF RAILROAD DRIVE OVERPASS	TX/NM STATE LINE (FM 3255)	2035	\$138,093,244	\$258,646,056	\$12,673,657	\$18,105,224	\$289,424,937	TXDOT	2026
NE	0924-06-136	P201A-PE	NORTHEAST PARKWAY PHASE 1 - PRELIMINARY ENGINEERING	PRELIMINARY ENGINEERING TO BUILD 2-LANES WITH PASSING LANES AND OVERPASSES (SUPER 2) - TOLL FACILITY	EAST OF RAILROAD DRIVE OVERPASS	TX/NM STATE LINE (FM 3255)	2020	\$983,928	\$0	\$983,928	\$0	\$983,928	TXDOT	2011
MISSION VALLEY	0924-06-111	P509X-05A	OLD HUECO TANKS RD (SOCORRO)	BUILD 4 LANES DIVIDED TO EXTEND EASTLAKE BLVD TO FM 76	I-10 (GATEWAY EAST) / EASTLAKE BLVD	FM 76 (NORTH LOOP DR.)	2020	\$9,532,888	\$9,532,888	\$467,112	\$0	\$10,000,000	SOCORRO	2016
REGIONAL		R024X	ON STATE CONTROLLED ACCESS ROADWAYS	OPERATIONAL IMPROVEMENTS	N/A	N/A	ALL	\$14,299,333	\$510,690	\$25,024	\$0	\$535,714	TXDOT	BEYOND-TIP
REGIONAL		R008X	ON STATE REHABILITATION TXDOT	FOR MAJOR RECONSTRUCTION BUT ALSO INCLUDES SIGNS, STRIPING, PAVEMENT MARKINGS, AND SIGNALS	TEXAS STATE HIGHWAY SYSTEM		ALL	\$345,610,659	\$12,343,238	\$604,819	\$0	\$12,948,056	TXDOT	REHAB-ALL
REGIONAL		M038X	ON STATE ROADWAY FEASIBILITY STUDIES	CONDUCT FEASIBILITY STUDIES FOR ON STATE SYSTEM ROADS	N/A		ALL	\$28,598,665	\$0	\$1,021,381	\$0	\$1,021,381	TXDOT	TXTRAFFIC-ALL
REGIONAL		M036X	ON STATE RR OVERPASSES	CONSTRUCT ON STATE SYSTEM RR OVERPASSES	N/A		ALL	\$247,855,100	\$8,851,968	\$433,746	\$0	\$9,285,714	TXDOT	TXTRAFFIC-ALL
REGIONAL	0924-06-313	R017X	OREGON ST. RECONSTRUCTION	RECONSTRUCTION AND UTILITY RELOCATION	GLORY ROAD	SAN JACINTO PLAZA	2010	\$5,421,111	\$5,421,111	\$0	\$0	\$5,421,111	EL PASO	2010
WEST	0924-06-343	P103D-MOD	PASEO DEL NORTE DR (SH 178)	CONSTRUCT 4-LANE DIVIDED ROADWAY	NORTHWESTERN DR.	RESLER	2020	\$6,414,000	\$6,414,000	\$0	\$0	\$6,414,000	TXDOT	2010
REGIONAL	0167-01-091	F001B-15A	PATRIOT FREEWAY (US 54)	CONSTRUCTION OF 4 MAINLANES & GRADE SEPARATIONS	KENWORTHY	MCCOMBS (FM 2529)	2035	\$32,932,206	\$61,681,403	\$0	\$0	\$61,681,403	TXDOT	2026
REGIONAL	0167-01-098	F002B-15A	PATRIOT FREEWAY (US 54)	WIDEN TO 6-LANES	HONDO PASS	DIANA	2035	\$5,719,733	\$10,712,953	\$524,935	\$0	\$11,237,887	TXDOT	2026
REGIONAL	0167-01-095	F039X-MOD	PATRIOT FREEWAY (US 54)	WIDEN TO 6-LANES	DIANA	LOOP 375	2035	\$7,816,969	\$14,641,036	\$717,411	\$0	\$15,358,447	TXDOT	2026
CENTRAL	0924-06-358	A307X	PEDESTRIAN BRIDGE on SUN BOWL DRIVE	INTERSECTIONS, PEDESTRIAN IMPROVEMENTS, ENHANCEMENTS, AND REALIGNMENT, WHICH WILL ACCOMMODATE BUS TURN-OUTS AND ADDITIONAL RIGHT TURN LANE. PART MTP PROJECT OF FEAS. STUDY/ENG.	SCHUSTER AVE.	IMMEDIATELY NORTH OF UNIVERSITY AVE.	2020	\$1,074,545	\$1,074,545	\$52,653	\$0	\$1,127,198	TXDOT-UTEP	2010
EAST		P410X-15A	PELICANO DR	WIDENING TO 4-LANES DIVIDED	LOOP 375 JOE BATTLE	3 MILE EAST OF LOOP 375	2025	\$3,813,155	\$5,870,177	\$287,639	\$410,912	\$6,568,728	COUNTY EP	2021
REGIONAL		R021X	PREVENTIVE MAINTENANCE TXDOT	MAINTENANCE PROJECTS 2007 TO 2035	STATE HIGHWAY SYSTEM		ALL	\$155,263,195	\$5,545,114	\$0	\$0	\$5,545,114	TXDOT	PM-ALL
REGIONAL	0924-06-977	T057X	PURCHASE OF ARTICULATED BUS 2 (DTC TO FIVE POINTS TO MISSION VALLEY)	PURCHASE OF ARTICULATED BUS 2 (DTC TO FIVE POINTS TO MISSION VALLEY)	CITYWIDE		2020	\$833,333	\$833,333	\$0	\$0	\$833,333	SUN METRO-TRANSIT	2011
REGIONAL	0924-06-984	T058X	PURCHASE OF ARTICULATED BUS 3 DTC TO FIVE POINTS TO MISSION VALLEY)	PURCHASE OF ARTICULATED BUS 3 DTC TO FIVE POINTS TO MISSION VALLEY)	CITYWIDE		2020	\$833,333	\$833,333	\$0	\$0	\$833,333	SUN METRO-TRANSIT	2011
WEST	2121-01-085	I057X	RECONSTRUCT RAMPS ON IH-10 NORTH	RECONSTRUCT RAMPS ON IH-10 NORTH (ANTHONY RAMPS)	NEW MEXICO STATE LINE	0.25 MI W OF VINTON INTERCHANGE	2020	\$1,529,369	\$1,529,369	\$470,631	\$0	\$2,000,000	TXDOT	2012
WEST		A124X-MOD	REDD RD. EXTENSION	THREE-LANE ROADWAY WITH SHARED USE LANES AND CONTINUOUS LEFT TURN LANE	UPPER VALLEY RD	GOMEZ RD AT MONTOYA	2025	\$45,281,220	\$69,708,358	\$3,415,710	\$4,879,585	\$78,003,652	EL PASO	2021
REGIONAL		M020X	REPLACE RR PLANKING	REPLACE RR X-INGS WITH RUBBER/CONCRETE PLANKING	CITY STREETS, COUNTY ROADS, STATE HIGHWAYS		ALL	\$2,600,000	\$92,857	\$0	\$0	\$92,857	TXDOT	TXTRAFFIC-ALL
EAST	0924-06-428	M067X	RESURFACE VARIOUS EXISTING ROADS, PARKING LOTS AND RV CAMPSITE PULL OUTS	RESURFACE VARIOUS EXISTING ROADS, PARKING LOTS AND RV CAMPSITE PULL OUTS	WITHIN THE HUECO TANKS STATE PARK		2020	\$318,255	\$318,255	\$15,595	\$0	\$333,850	TXDOT	2013
EAST		P440X-MOD	ROJAS DR.	WIDEN 4-LANE DIVIDED TO 6-LANE DIVIDED	EL PASO CITY LIMITS/APPROX. 0.63 M NW OF EASTLAKE BLVD.	EASTLAKE BLVD.	2020	\$1,696,854	\$2,415,152	\$118,342	\$169,061	\$2,702,555	COUNTY EP	2019



U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL TRANSIT ADMINISTRATION
819 TAYLOR STREET, ROOM 8A36
FORT WORTH, TEXAS 76102-9003

FEDERAL HIGHWAY ADMINISTRATION
300 E. 8TH STREET, ROOM 826
AUSTIN, TEXAS 78701-3225

March 7, 2013

Refer to: HPP-TX

El Paso Metropolitan Planning Organization
Transportation Conformity Determination

Mr. Phil Wilson, Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483

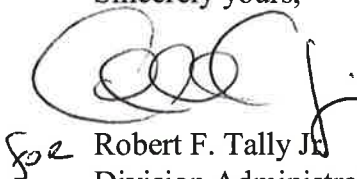
Dear Mr. Wilson:

We have reviewed the documentation supporting the transportation conformity determination addressing amendments to the El Paso Mission 2035 Metropolitan Transportation Plan (MTP) and the FY 2013-2016 Transportation Improvement Program (TIP), adopted by the El Paso Metropolitan Planning Organization's (MPO) Transportation Policy Board on December 7, 2012. Based upon our review and consultation with the U.S. Environmental Protection Agency (EPA), the Texas Commission on Environmental Quality (TCEQ), and the Texas Department of Transportation (TxDOT), we hereby find that the amended El Paso Mission 2035 MTP and FY 2013-2016 TIP meets all the requirements for making a joint conformity determination under the Clean Air Act Amendments of 1990. In their letters dated February 19, 2013, February 1, 2013 and February 25, 2013, respectively; TCEQ, TxDOT and EPA, indicate that they have no unresolved issues concerning this conformity determination. A review of the amended El Paso Mission 2035 MTP and FY 2013-2016 TIP conformity determination was also coordinated with the Federal Highway Administration's (FHWA) New Mexico Division office. The conformity determination and procedures used to make this determination are in accordance with the provisions of the transportation conformity rule (40 CFR Parts 51 and 93), dated August 15, 1997, as amended.

The FHWA acts as executive agent for the Federal Transit Administration (FTA) on MTP and TIP air quality conformity determinations. Accordingly, this letter will serve as the joint FHWA/FTA conformity determination. Please note that this action does not restart the 4-year update cycle associated with the update of the El Paso Mission 2035 MTP and corresponding transportation conformity determination of January 28, 2011.

Should you have any questions concerning this action, please contact Ms. Genevieve Bales at (512) 536-5941, Ms. Shundreka Givan at (512) 536-5936 or Mr. Jose Campos at (512) 536-5932.

Sincerely yours,



Robert F. Tally Jr.
Division Administrator
Federal Highway Administration

cc: Blas Uribe, FTA Region VI
Don Koski, FTA Region VI
Rodolfo Monge-Oviedo, FHWA-New Mexico
Greg Heitmann, FHWA-New Mexico
Jeff Riley, EPA Region VI
David Brymer, TCEQ
Margie McAllister, TCEQ
Michael Medina, El Paso MPO
Jay Banasiak, Sun Metro
Michelle Conkle, TxDOT
Jackie Ploch, TxDOT

Appendix C
Excerpts from Public Involvement Summary Reports and
Context Sensitive Solutions Report

- C-1: Third Public Scoping Meeting Summary Report
- C-2: CSS Summary Report
- C-3: Public Hearing Summary Report

C-1: Third Public Scoping Meeting Summary Report

**The Texas Department of Transportation
El Paso District**

Loop 375 Border Highway West Extension Project
From US 54 to Racetrack Drive
El Paso County
CSJ: 2552-04-027

**Summary of Third
Public Scoping Meeting**

Meeting Date: June 20, 2012

University of Texas at El Paso (UTEP)
El Paso Natural Gas Conference Center
Wiggins Road, El Paso, TX 79968

Prepared: September 2012

Table of Contents

Section 1	Summary of Third Public Scoping Meeting
Section 2	Comment and Response Report

Appendices

Appendix A	Publications <ul style="list-style-type: none">• El Paso Times Articles & Affidavits• El Diario de El Paso Articles & Affidavits• Other Media Communications
Appendix B	Meeting Invitations <ul style="list-style-type: none">• Sample Mailout to Elected Officials• Mailer
Appendix C	Sign-in Sheets
Appendix D	Photos
Appendix E	Handouts
Appendix F	Exhibits
Appendix G	Written Comments (Comment Forms, Letters, and Emails)
Appendix H	Certified Transcript of Verbal Comments

Section 1

Summary of Third Public Scoping Meeting

Section 1

Summary of Third Public Scoping Meeting

The Texas Department of Transportation (TxDOT) has prepared this Public Scoping Meeting Summary not in fulfillment of any specific regulatory basis, but on a purely voluntary basis.

DISTRICT / COUNTY: El Paso District / El Paso County

HIGHWAY / LIMITS: Loop 375 / US 85 (Paisano Dr.) from US 54 to Racetrack Drive

CSJ / PROJECT NUMBER: 2552-04-027

PROJECT BACKGROUND: TxDOT is developing the Loop 375 Border Highway West Extension, a project which extends Loop 375 from US 54 near downtown El Paso to Racetrack Drive near Doniphan Road. The project is located in the City of El Paso, El Paso County, Texas. The proposed project is dedicated to improving regional mobility and safety as well as providing improved connectivity on Loop 375.

STATE PROJECT; DESCRIPTION OF PROJECT LIMITS: The proposed project was originally envisioned as being federally funded and began in September 2007. However, due to the availability of state funding, TxDOT later determined to move forward with the project as a state transportation project. The proposed project limits were shortened from the original limits (US 54 to SH 20) to Loop 375/US 85 (Paisano Dr.) from Park Street to Racetrack Drive. After considering input given at the second public scoping meeting, TxDOT has further revised the project limits to US 54 to Racetrack Drive for the purpose of addressing concern about access in the downtown area. These revised limits were presented at the third scoping meeting.

PROPOSED IMPROVEMENTS: The proposed project would add capacity and upgrade the existing facility by providing a new four-lane, controlled access facility that may follow portions of the existing Loop 375 or US 85. The proposed project would close the gap on Loop 375 that exists from Santa Fe Street downtown to US 85. Tolling would be considered as a funding option for the primary facility; however, all current non-tolled lanes would remain non-tolled.

PROJECT NEED AND PURPOSE: The need and purpose is a key factor in determining the range of alternatives considered in an environmental document and, ultimately, the selection of the recommended preferred alternative. The need for the Loop 375 Border Highway West Extension Project includes:

1. **Lack of System Connectivity** – Need to complete Loop 375 to provide better connectivity around the City.
2. **Declining Mobility in the Region** – Need to provide additional infrastructure to accommodate future growth, aid in congestion relief, and improve access to the university, downtown, and medical centers.

3. **Safety Concerns** – Need to provide better incident management and provide a safer roadway in order to lower crash rates.

The purpose of the project is to improve system connectivity, to accommodate future growth by providing improved mobility and congestion relief through improved access to UTEP, downtown and the medical centers, and to improve safety and provide incident management for I-10.

ENVIRONMENTAL DOCUMENT: In coordination with federal, state, and local agencies, TxDOT is preparing a State-level Environmental Impact Statement (EIS) to identify and evaluate impacts of the various proposed solutions for the project. Through the evaluation process, a broad range of environmental issues will be studied and the findings reported, such as water quality, air quality, cultural resources, biological resources, socioeconomic conditions, community cohesion, noise, and more.

Public involvement for this project includes three public scoping meetings (held in October 2007, December 2011, and June 2012) and a public hearing. In addition, the project team is utilizing the Context Sensitive Solutions (CSS) process to ensure that the design of the proposed project will fit into its physical setting and will preserve scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility.

The remainder of this report provides the details of the third public scoping meeting held in June 2012, and comments received. It is anticipated that the public hearing will be held in November 2012.

PURPOSE OF THIRD PUBLIC SCOPING MEETING: The purpose of the meeting was to provide information about the proposed project as well as to inform the public of changes since the last public scoping meeting was held in December 2011. The revised project limits as well as further access refinements in the downtown area and the New Mexico 273 area were presented. In addition, the meeting provided an opportunity for the public to review and provide comments on: the updated Need and Purpose Document, the updated Project Coordination Plan, the revised study area, the range of alternatives and corresponding evaluation criteria, the results of the alternatives screening process, and the updated recommended reasonable alternatives.

DATE OF THIRD PUBLIC SCOPING MEETING: Wednesday, June 20, 2012

MEETING LOCATION: University of Texas at El Paso (UTEP), El Paso Natural Gas Conference Center, Wiggins Road, El Paso, TX 79968

NOTICE OF MEETING: Notices were published in the following local newspapers: *El Paso Times* (English) – Sunday, May 20, 2012, and Sunday, June 10, 2012; *El Diario de El Paso* (Spanish) – Sunday, May 20, 2012, and Sunday, June 10, 2012.

Media coverage requests and announcements for the meeting included: a *Media Advisory*; and a *News Release* which were also distributed at the public scoping meeting to the media who attended.

LETTERS TO ELECTED OFFICIALS; NOTICES TO STAKEHOLDERS AND PROPERTY OWNERS

On May 18, 2012, TxDOT – El Paso District mailed out meeting invitation letters to El Paso area federal, state, and local elected and non-elected officials as well as the cooperating and participating agency contacts. These letters provided an invitation to attend the meeting.

On May 25, 2012, a mailer that advertised the meeting was sent to over 470 property owners in the project study area and approximately 270 project stakeholders, including: nearby educational and medical facilities, neighborhood associations, community organizations, local officials, and attendees of previous scoping meetings.

ATTENDANCE: A total of 79 people registered their attendance at the public scoping meeting. Of these, five were elected officials or representatives of elected officials, 67 were property owners, residents, and business owners, and seven were representatives of the media. Additionally, 26 project team representatives were in attendance.

MEETING FORMAT: The meeting was held in an open house, come-and-go format. The meeting began at 4:00 p.m. and continued until 8:00 p.m. The open house format was utilized to allow attendees to move freely between the displayed exhibits and to discuss project details with the project team and other stakeholders.

Information packets were available at the sign-in table. The public was invited to visit a series of stations throughout the room featuring project exhibits. Stations were staffed by project team representatives who interacted with attendees and answered questions. A certified Spanish interpreter was available during the meeting to accommodate the communication needs of Spanish-speaking individuals. All exhibits were presented in both English and Spanish. No formal presentation was given.

The public was invited to submit written comments during the meeting. All attendees were informed that written comments could also be submitted at the meeting or up to ten (10) days after the meeting via mail or e-mail. Also, the public was invited to submit verbal comments; a certified court reporter was available to record verbal comments.

HANDOUTS: Bilingual information packets were distributed at the meeting. Each packet contained: a Welcome Guide, a “What’s New” information page, the EIS Process and Schedule, a Recommended Reasonable Alternatives – Segments map, and a Comment Form.

Media packets were also made available to members of the media present at the meeting. The media packet included the full information packet, the news release, and a CD with electronic files of all the meeting materials and exhibits, as well as the project documents including the updated Project Coordination Plan and the updated Need and Purpose Document.

EXHIBITS: In addition to the sign-in table and a welcome board, the following items were displayed during the meeting:

STEP ONE: Overview

- “What’s New?”
- TxDOT Mission
- “Closing the Gap” Map
- Study Area Map
- Need and Purpose
- Project Benefits
- I-10 Declining Mobility
- A document review table, featuring copies of the updated Need and Purpose Document, and the updated Project Coordination Plan
- EIS Process and Schedule

STEP TWO: Yesterday

- Project Timeline
- Public Scoping Meetings #1 – October 2007
- Three boards shown at the 2007 meeting including the Preliminary Build Alternative Tolled Concepts and the Preliminary No Build Alternatives Concepts
- Alternatives Evaluation Process
- Universe of Alternatives
- 2008 Comprehensive Mobility Plan Maps and Information
- Public Scoping Meetings #2 – December 2011
- Preliminary Build Alternatives Tolled Concepts, including the evaluation matrix and constraints maps
-

- **STEP THREE: Today**

- Updated Recommended Reasonable Build Alternatives Tolled Concepts, including constraints maps
- Focus on Western Terminus and Doniphan Extension Maps (Rail Yard B and Border B)
- Focus on Downtown Access Map
- Focus on Coles Street Interchange Map
- Project Schematics for Border A, Border B, Rail Yard A, and Rail Yard B
- Recommended Reasonable Alternatives – Segments Map

STEP FOUR: Tomorrow

- A right-of-way table
- Next Steps
- How to Comment
- Two (2) Written Comments tables
- Certified Court Reporter

STEP FIVE: Context Sensitive Solutions Process

- What is Context Sensitive Solutions (CSS)?
- How CSS Works
- Study Area and Participants Overview
- Examples of CSS Elements
- CSS Concept Evolution

COMMENTS RECEIVED: The deadline for public comment was Monday, July 2, 2012. A total of sixty (61) public comments, fifty-six (57) written and four (4) verbal, were received, as well as two similar petitions. Responses to these comments are provided in the next section of this report.

Attendees were generally in support of the proposed project and its schedule. Several attendees were concerned with plans in the downtown area, specifically the proposed closure of Santa Fe Street having a negative impact to businesses. Attendees noted the need for improved access along the south side of downtown. Numerous concerns were also raised regarding the proposed closed connection to New Mexico 273 and the need to maintain access to US 85 as it currently exists.

Section 2

Public Scoping Meeting Comment and Response Report

PUBLIC SCOPING MEETING #3 COMMENT AND RESPONSE REPORT

Loop 375 Border Highway West Extension Project

June 20, 2012

The following are the six questions asked in the Comment Form (please see Appendix E to view the full form).

- 1. For each of the updated recommended reasonable alternatives listed below, please indicate your preference by checking a box and stating any specific comments*
- 2. Do you own/lease property within the study area?*
- 3. Are you aware of any areas that we should avoid that are not shown on any of the exhibits? (i.e. cemeteries, hazmat sites, historic structures, etc.)*
- 4. Do you have any comments on the updated Need and Purpose for this project?*
- 5. Do you have any comments on the updated Project Coordination Plan?*
- 6. Use this space to provide any additional input or concerns. Be sure to identify if your comment is related to a specific alternative.*

#	Name	Verbal/ Written Comments	TxDOT Response
1	Elizabeth Perez	<p>Alternative 1: Like Border A – Don’t interfere with Chihuahueta’s History.</p> <p>I disapprove of the exit on Campbell from the loop. Schools in the area are my main concern. Campbell is the drop off and pickup for students at Aoy Elementary.</p>	<p>Comment noted.</p> <p>Several options were explored in order to provide access between the proposed BHW and the El Paso Central Business District (CBD). These options sought to balance several objectives: 1) Providing fast, efficient access and reduced travel times to the CBD; 2) Implementing a high speed, limited interruption facility to complete the ‘Southern Relief Route’ to IH-10, 3) Maintain connectivity between the southern portion of the El Paso CBD and the regional transportation network.</p> <p>Designs for the BHW also have critical constraints, including rail lines, rail yards, international bridges, canals, border fence, levees, schools, public housing, and historic neighborhoods. Early comments from the City of El Paso and the Department of Homeland Security made clear that elevated facilities in the El Paso CBD, particularly in proximity to the international bridges, were not desirable.</p> <p>Schematic Concepts were developed to evaluate access to Campbell Street, Oregon</p>

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#	Name	Verbal/ Written Comments	TxDOT Response
			<p>Street, Mesa and Santa Fe Street. Providing access at Oregon Street was not possible as it did not provide the minimum acceleration distance due to the location of the supports for the Santa Fe Street International Bridge. While the project constraints do not allow right-in and right-out access between the proposed BHW and Santa Fe Street, the option of providing a right-in ramp from westbound BHW to Santa Fe Street was examined. However, the geometry of the ramp would not meet required design criteria for the facility.</p> <p>As a result of analyzing these design concepts and additional input from area stakeholders, TxDOT is proposing to implement downtown access via Campbell and Mesa Streets, along with construction of the Coles Street Interchange. The Coles Street Interchange would provide a pair of direct connectors between Paisano Drive and Loop 375 east of downtown. Traffic from western El Paso would be able to exit to Spur 1966, turn south onto the Spur, then turn east onto Paisano Drive to complete the trip to the CBD. The right-in at Campbell Street and the right-out access to westbound BHW at Mesa Street allows the acceleration and merging maneuvers to be accommodated within the design criteria. Downtown access was coordinated with the city of El Paso and will be further evaluated during final design of the project.</p> <p>The balancing of ingress and egress in the</p>

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#	Name	Verbal/ Written Comments	TxDOT Response
			downtown area through the use of a right-in at Campbell Street and a right-out at Mesa Street along with the Coles Street Interchange to access downtown from the east would remove heavy conflicts between vehicular and pedestrian traffic along Santa Fe Street and would actually allow for a more pedestrian friendly walkable community to be developed in the downtown area.
2	Genaro Solis	Alternative 1: Like More natural feel to road with least amount of interference. Alternative 3: Dislike Alternative 4: Dislike #2 Yes - Residential	Comment noted.
3	Candace Cervera-Solis	Alternative 1: Like Border A – not to interfere with Chihuahuita Neighborhood and history. Alternative 2: Like Border A Alternative 3: Dislike Alternative 4: Dislike #2 Yes - Residential #6 Close Campbell Street due to heavy traffic and very dangerous for kids from Aoy school, La Fe charter school, kids playing in the park-Boys club and Armijo.	Comment noted. See response to Comment 1.
4	Raul F. Campos	Alternative 2: Like - This is the best option. It does not split the Chihuahuita community in half. It does not affect the present businesses. Alternative 3: This option splits the Chihuahuita neighborhood in half. It puts several businesses out of commission. It also calls for demolition of a family residence. This option should not even be considered! #2 Yes - Commercial #3 Yes I operate a parking lot at 919 S. Santa Fe. Every day, hundreds of people park their vehicles on the U.S. side and walk to Juarez. We provide a necessary service. Leave parking lots where they be.	Comment noted. See response to Comment 1.

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#	Name	Verbal/ Written Comments	TxDOT Response
5	Fernie Martinez	Alternative 1: Like #2 No #3 N/A #4 Expedite #5 Great Plan	Comment noted.
6	Juan M. Herrera	Alternative 1: Neutral/No Opinion Alternative 2: Neutral/No Opinion Alternative 3: Neutral/No Opinion Alternative 4: Neutral/No Opinion No-Build Alternative: Dislike #2 Yes – Industrial #3 No #4 No #5 No	Comment noted.
7	Wade Jabale	#1 Cole Street Interchange Alternative 1: Dislike – 1545-1599 Paisano in the way	Comment noted. See response to Comment 1.
8	Gene Paulk	Alternative 1: Neutral/No Opinion Alternative 2: Neutral/No Opinion Alternative 3: Neutral/No Opinion Alternative 4: Neutral/No Opinion No-Build Alternative: Neutral/No Opinion #2 No – Representing NMDOT – Impacts to NM 273 #6 The existing Rio Grande Bridge at NM273 has pedestrian access. Has the current and future pedestrian access been considered in the closing of NM 273 to US 85? I am interested in viewing comments from NM residents regarding eliminating the current access that NM 273 provides.	Comment noted. In response to public comments received at the public scoping meeting, the design concept for the western terminus of the Border Highway West (BHW) has been revised and will maintain existing access between NM 273 and US 85 through the existing Rio Grande crossing at the Corchesne Bridge. Ramps would provide connections between eastbound and westbound BHW and NM273 as well as connection to US 85. Connectivity to areas west of the BHW would be enhanced with the proposed Doniphan Drive extension.

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#	Name	Verbal/ Written Comments	TxDOT Response
9	Aurora G. Esparza	Alternative 2: Like – I am all for the West Extension Project however I would like for you to consider saving the Chihuahueta Neighborhood for it is a historic site and that community is very close. Some of the families have been living there for several generations. #2 Yes – Residential #3 No, but I know my house was built in 1933. #4 Please consider saving if not all, at least most of the properties in the Chihuahueta neighborhood. #5 No #6 I appreciate the fact that you are giving us the option to select alternatives to this project. Thank you!	Comment noted.
10	McNicol Grey	Alternative 1: Like - Supports redevelopment of area adjacent to roadway the best.	Comment noted.
11	Miguel A. Rodriguez	Alternative 1: Like - This alternative will preserve Chihuahueta.	Comment noted.
12	George Salom, Jr.	#2 Yes – Residential and Commercial #6 My concern is the negative impact a closure at Santa Fe would have on commercial activity in the downtown area, along with “closing” the west side of south downtown to and from.	Comment noted. See response to Comment 1. The overall impacts to the downtown area are expected to be positive and will improve circulation while creating a more pedestrian friendly environment which is consistent with city redevelopment plans. TxDOT will continue to coordinate with the city of El Paso, the Central Business Association and other stakeholders throughout project development to maximize input on downtown mobility needs.

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#	Name	Verbal/ Written Comments	TxDOT Response
13	T. Bory	#2 Yes – Commercial #6 We need to direct connectors to downtown at either Santa Fe, Oregon, Mesa, Kansas or Campbell from East Bound Loop 375. Also there needs to be an access road binding Santa Fe to Campbell Rather than any dead ends on the South side. Please call for clarification 532-4519.	Comment noted. See response to Comment 1.
14	No Name Provided	Alternative 1: Like – Avoid Chihuahuita exit for businesses in downtown area. #2 Yes – Residential #4 Must have exit for downtown and an axis to the border from downtown. #5 Make Kansas a two way.	Comment noted. See response to Comment 1.
15	Michelle Rodriguez	Alternative 1: Like - There are less chances of Chihuahuita being overlapped and destroyed. #2 Yes - Residential #3 Water plant #4 Avoid Chihuahuita community and giving an exit for downtown businesses. #5 I appreciate that there trying to avoid passing through Chihuahuita.	Comment noted. See response to Comment 1 and 12.
16	Blake Barrow	Alternative 2: Like – Only plan that makes sense.	Comment noted.
17	Manny's S. Rodriguez	Alternative 1 – Like – Preserve old El Paso #2 Yes – Residential #3 Yes water treatment plant. #5 We want to thank you for all the work you have done to preserve Chihuahuita. #6 We are hoping you consider Kansas as two way for the safety of our children at Aoy and Armijo Rec.	Comments noted. See response to Comment 1.
18	El Paso Central Business Association: Dennis Melonas Director	# 2 Leader of Downtown Business Association #6 Santa Fe Street must remain open to the vehicular traffic. The <u>downtown shopping district</u> has historically <u>and</u> presently been the most economically vibrant portion of downtown. Any route that suggests a bypass of Santa Fe should not be offered by TxDOT. Anyone that comes downtown <u>historically</u> has known that Santa Fe is the Route to take to enter downtown Historically has known that Santa Fe is the route to take to enter downtown. Our downtown retail economy is at stake our 12,000 weekly shoppers attest to this.	Comment noted. See response to Comment 1 and 12.

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#	Name	Verbal/ Written Comments	TxDOT Response
19	Javier Aguilera	Alternative 1: Like Great job need the relief of traffic. Alternative 2: Like Alternative 3: Like Alternative 4: Like No-Build Alternative: Like #2 No #3 N/A #4 N/A #5 N/A	Comment noted.
20	Jorge Cervera	Alternative 1: Like – Border A Border B #2 No #3 No #6 My biggest concern is the exit on Campbell St. Aoy Elementary School is located in this area. Also, there is Armijo Park & La Fe Academy School. Instead use Kansas St for the traffic going to downtown. Make the street a two way. Thank you, Jorge Cervera.	Comments noted. See response to Comment 1. See response to Comment 3.
21	Alberto Esquivel	The Loop 375 Border Highway project will not benefit traffic for our community of Sunland Park. The fact that Sunland Park Drive will be highly congested due to the fact that it will be our only exit and entrance. It won't benefit nobody instead it will just make us <u>late to work</u> .	Comment noted. See response to Comment 8.
22	Frida Porras	Time consuming routes regarding the loop can cause reckless driving which can lead to accidents. This route will delay drivers and will be a complete mess. Sunland Park community will have to take alternate routes. Drivers would end up driving the whole way around without need.	Comment noted. See response to Comment 8.
23	Darlene Esquivel	This project will cause dead end road and will leave to exit to the west. This street will be too congested and even worst with the train.	Comment noted. See response to Comment 8.

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#	Name	Verbal/ Written Comments	TxDOT Response
24	Miguel Rodriguez	Alternative Border A: Best for the community of Chihuahuita. 3. Yes Chihuahuita historic structures. 4. Border A is the best option for Chihuahuita.	Comment noted.
25	Unknown	This road is the fastest way to get to the hospital during emergencies. I also don't have to worry about the train blocking the road like the way it happens a lot on Sunland Park Dr. and Racetrack Dr.	Comment noted. See response to Comment 8.
26	Unknown	I need the road McNutt to Paisano open to go to work and back.	Comment noted. See response to Comment 8.
27	Mike Calderon Landscaping	To whom it may comprehend, I Mike Calderon been in yard work for almost 25 years. I've been a resident of Sunland Park NM for the same year my line of work in El Paso, TX. I've been using this route all this time. You close this route it will affect my route of work and not only me there's a lot little businesses in this area because it is been the main route to our work and home.	Comment noted. See response to Comment 8.
28	Jesse Salom	#2 Yes – Commercial We are in support of TxDOT Border Highway and the improvements it would bring to the area. Where we are not in agreement is in the closure of Santa Fe Street. We believe this will have a truly adverse impact on business in the downtown area.	Comments noted. See response to Comment 1 and 12.
29	Alma Rosa Munoz	Alternative 2: Like – Some of the families that live in the neighborhood are elderly and it would be hard for them to start their life again somewhere else. #2 Yes - Residential (Lease Property)	Comment noted.
30	No Name Given	Alternative 1: Dislike Alternative 2: This alternative provides the smoothest connectivity from Hwy 54 to the west side. It connects to the C-D project now in progress. Allows for access to the downtown area. Alternative 3 – Neutral/No Opinion Alternative 4 - Neutral/No Opinion No-Build Alternative – Neutral/No Opinion #2 No – we need to do something in I-10 congestion.	Comments noted. See response to Comment 1. The previous I-10 Major Investment Study conducted in 1999 and subsequent Southern Relief Route Study determined that the most feasible solution to the capacity and system

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#	Name	Verbal/ Written Comments	TxDOT Response
		#6 Did not see any proposals to add 1 or 2 lanes to I-10 from downtown past UTEP, ASARCO area to Las Cruces. Traffic is increasing so plans need to include more lanes.	<p>connectivity issues would be to develop a southern relief route to serve as an alternate to I-10.</p> <p>The C-D Lanes project is designed to address congestion on I-10. There is also a separate, on-going TxDOT project that addresses adding a general purpose lane along I-10. The Loop 375 Border Highway Extension Project will complete Loop 375 and provide an alternate route to I-10 to balance traffic between the two facilities.</p>
31	Nelly Robles	Border Highway project will complicate and delay drivers. The railroad tracks will be time consuming resulting lateness. This will affect Sunland Park Community taking different routes making us drive the whole way around.	<p>Comment noted.</p> <p>See response to Comment 8.</p>
32	Paloma Rodriguez and Frank Hernandez	<p>Enclosed please find 51 pages consisting of comment and 1051 signatures of people who object to TxDOT's plan to close N.M. Hwy. 273 at McNutt Rd and Paisano Dr.</p> <p>These signatures have been collected by us, Paloma Rodriguez and Frank Hernandez, who own and operate the Carousel Conv. Store.</p> <p>The closure of Hwy. 273 will destroy our business. You'll also destroy the community of Anapra, New Mexico.</p> <p>Because the residents of Anapra had no few notice of the input of TxDOT's plan on their community</p> <p>We ask that you hold a public meeting in Anapra. The parties who want to close Hwy. 273 should explain why HWY. 273 must be closed to the residents who will be damaged by this closure.</p> <p>After the public meeting, we ask that you extend the dateline for public comment.</p>	<p>Comment noted.</p> <p>See response to Comment 8.</p> <p>Receipt of the petition is acknowledged. The desires of those signing the petition will be considered as the proposed project is developed further.</p>

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#	Name	Verbal/ Written Comments	TxDOT Response
33	Frank Hernandez	<p>My name is Frank Hernandez and I operate the Carousel Conv. Store with my wife, Paloma Rodriguez. Our business is located at 3450 Anapra Rd, El Paso, TX 79922. Your proposed closure of exit/entrance ramps at McNutt Rd. and Paisano Dr. will devastate our business since we depend on the traffic of people driving between El Paso and the Upper Valley. People from all walks of life depend on this road to go to work or to use it for leisure. So not only will it hurt us, but also all the people from El Paso and Southern New Mexico who depend on this road every day of their lives.</p> <p>The closure of this road will leave our business with no Police, Fire Dept. and 911 services. The Police, Fire Dept. and 911 services from Sunland Park New Mexico will not respond because this store is located in Texas. We know this because of experienced years back. Some kids from Sunland Park and Anapra were throwing rocks at each other in our store parking lot. We called the Sunland P.D. but they told us we were in Texas and that we had to call the El Paso Police Dept.</p> <p>We depend on this road for our business as well as the community who comprise from the El Paso and Southern New Mexico area.</p> <p>McNutt Rd, is the fastest way to get to the hospitals in case of an emergency. McNutt Rod. Is not blocked by the train like Racetrack Dr. and Sunland Park Dr. Mr. Calvo, who'll be responsible and liable if someone gets hurt with McNutt Rd and Paisano Drive are closed.</p>	<p>Comments noted.</p> <p>See response to Comment 8.</p>
34	Jorge Hernandez	<p>I'm a downtown business and property owner that is in full support of the expansion of the Loop 375; however, is opposed to the street closure of Santa Fe. Santa Fe has been a lifeline to our downtown shopping district for a number of years and I feel as if this closure is going to significantly impact in a negative manner the shopping district.</p> <p>I would encourage TxDOT and the city to try to find a way to leave Santa Fe Street open. I've been in business for 30 years. Has accumulated—our family has accumulated a number of properties on South El Paso Street just recently, our two largest investments, and had we known that Santa Fe Street was going to be closed, I think our family would have been bit hesitant to make those investments</p>	<p>Comment noted.</p> <p>See response to Comment 1 and 12.</p>

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#	Name	Verbal/ Written Comments	TxDOT Response
		in the area. So, once again, we ask that the Santa Fe Street entrance and exit of downtown into Loop 375 stay open.	
35	Dennis Melonas	I'm Dennis Melonas, Executive Director of the El Paso Central Business Association. I represent over 280 retail components downtown, property owners, business owners and other interested people. We've been representing the downtown merchants Santa Fe Street so I hope that our 12,000 weekly shoppers can attest to this. That's it. for over 30 years and what we want to say about this project is that Santa Fe Street must remain open to vehicular traffic. The downtown shopping district has historically and presently been the most economically vibrant portion of downtown. For the past—since the '70s. Any route—any route that suggests a bypass of Santa Fe should be offered by TxDOT. Anyone that comes downtown from the east side or west side to shop knows that they take Santa Fe to enter the district. So this will be no more if this happens. We have 12,000 shoppers a week in the downtown shopping district. Our downtown retail economy is at stake with this—with the potential bypassing of Santa Fe Street so I hope that our 12,000 weekly shoppers can attest to this.	Comment noted. See response to Comment 1 and 12.
36	George Salom Jr.	My name is George Salom, Jr. I am a property and business owner in downtown El Paso. My main concern with this project, a project that I support, is that the access for Border Highway and Santa Fe Street is not closed. It is the most important avenue for traffic, business, particularly with the revitalization projects that both the city and the business community and the residential areas of south El Paso are attempting to bring to fruition so just want to make sure that that is noted and that the conversation continues.	Comment noted. See response to Comment 1 and 12.
37	Pastor Crespo	I'm Pastor Crespo and I'm a downtown business owner right on the intersection of Santa Fe and Franklin Avenue. And the Texas DOT proposals for the closures of the Santa Fe and Border Highway existing access, to me, is not suitable. It's really unthinkable for several reasons. Right now Santa Fe is a major thoroughfare for Mexican businessmen and Mexican residents getting off the Border Highway and the international bridges onto Paisano and I-10 and vice versa, returning back to Juarez from I-10 at Paisano/Border Highway. And to limit that access is ridiculous, it hurts me as a downtown business person, it hurts downtown by reducing traffic and circumventing current downtown vehicular traffic and	Comments noted. See response to Comment 1. See response to Comment 30.

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#	Name	Verbal/ Written Comments	TxDOT Response
		<p>business. That's one. It just doesn't work as a business owner, business aspect for my clientele.</p> <p>Two is, if we look at the Santa Fe area, the majority, from a dozen to a dozen-and-a-half. Street festivals are held within a three-block radius of Santa Fe and Franklin Avenue and points south down to San Antonio and San Francisco Street. These are major annual venues that occur bringing lots of traffic, lots of vehicles. Now we're closing off major egress and ingress for that area to alleviate congestion and where are they going to go? So this whole consideration doesn't work.</p> <p>My suggestion to answer both is not to exclude any current construction for the extension of 375 and not to close any egress or ingress into the area, but to include an on-and-off ramp in that area.</p> <p>Thirdly, is the city even taking into consideration this future bond issue that's coming up to vote in November? Bringing large major venues to downtown, one and although it's rumor at this point, is the arena or sports center, whatever the political term is currently that's going to occupy the spaces supposedly at city hall. How are you going to bring a major venue like a baseball stadium to the area, but you're going to limit access? So again, what are you going to do with the congestion? How are you going to alleviate it? You know, are we taking any of that into consideration.</p> <p>So we have three major issues. Me as a businessman not having the current major thoroughfare of Santa Fe, you know, which obviously brings taxes that I pay to the city. And, two is the street festivals that area all held within a three-to five-block radius of the area. What are we going to do with the congestion there? And thirdly, the downtown revitalization big bond issue. You know, limiting downtown access to Border Highway is not the answer. It's going to make congestion worse. That would be it.</p>	
38	Dennis Melonas	<p>Thank you for taking the time to come to our business luncheon on June 14th, and sharing the scope of your organization's mission. During your presentation you educated us on the Loop 375 Highway Extension West Project. We urge you to reconsider a part of the project and that would be the closing Santa Fe Street based upon the adverse ripple effect this action would have. As presented, this appears to be a great project short of one proposal item of the project. That</p>	<p>Comments noted.</p> <p>See response to Comment 1 and 12.</p> <p>Receipt of the petition is acknowledged. The desires of those signing the petition will be</p>

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June 20, 2012

#	Name	Verbal/ Written Comments	TxDOT Response
		<p>shortfall is the prospect of having any portion of Santa Fe Street closed. A design that includes closure of Santa Fe Street would have a detrimental effect on traffic flow, mass transit, parking and most important, commerce in the downtown area. Santa Fe Street serves as a feeder /relief route for downtown, not only to customers, but employees, visitors, and local bus service, commercial transport as well as a relief route in emergency situations.</p> <p>Future plans include the potential of building a multiuse stadium or arena. Santa Fe would be vital in providing a connector to the aforementioned. Santa Fe also serves an already struggling retail market which is still reeling from other changes in downtown. A small change at one location, intersection, or street closure does have an impact blocks away. Please be cognizant of this.</p> <p>Downtown merchants are suffering, especially south of Paisano, due to the adverse factor of design changes in downtown mass transit, traffic routes, bridge inspections, and a slow retail market. A large percentage of businesses have closed.</p> <p>We ask you to revisit the plan for the extension, ingresses, and egresses, and to continue meeting with the merchants, property owners, and others impacted. Our organization will help you reach out to the people on Santa Fe, S. El Paso Street, and other streets in the area.</p>	<p>considered as the proposed project is developed further.</p>
39	Edie Zuvanich	<p>I live on the far east side. Before they started construction on the Border Highway, I drove it every day to and from work downtown. During peak hours, it was often bumper to bumper traffic, maybe 10-20% less jammed than I - 10 so it was worth doing. Then they decided to narrow it down to one lane each way in order to do the construction. Imagine cutting the number of lanes on I - 10 in half, and that's what it was like at rush hour . It actually made it worse of a drive than I - 10. So anecdotally, a lot of drivers switched over to I - 10, and others switched over to Spur 601. I personally take the Spur because it's less of a bumper to bumper mess , but it ' s longer so realistically it takes the same amount of time doing 25- 30 mph on I - 10 or 65 mph on the Spur . Meanwhile, rush hour traffic on the Border Highway is still jam packed. Now, according to what this guy said</p>	<p>Comment noted.</p> <p>See response to Comment 30.</p>

PUBLIC SCOPING MEETING #3 COMMENT AND RESPONSE REPORT

Loop 375 Border Highway West Extension Project

June 20, 2012

#	Name	Verbal/ Written Comments	TxDOT Response
		<p>today, that traffic going to their jobs, schools, etc downtown won ' t be affected and will be able to exit at Mesa and Oregon as they a l ways have. (Santa Fe is a different story.) The real situation is at the END of the work day, when the BH is just as packed as in the morning and even WORSE on Fridays , (don ' t ask me why, something to do with the Zaragosa bridge) . Now, all the workers won ' t be able to get on the BH easily to go back east , so you'll have that huge amount of traffic trying to enter I - 10 at downtown at the 5:00 rush hour. YIKES! ! ! ! take that exit every day now as it is on my way home, since I won ' t deal with the hassle of the BH under construction, but I was hoping to get back to my slightly less hectic drive on the BH as soon as construction ended . What will happen instead is that MORE eastside commuters will try to jam onto I - 10 at downtown. Do you think they planned for that? Do we have plans to widen I - 10 from Downtown to Geronimo anytime soon? Because that will be necessary in this scenario. Got me riled up, you did! Well, there ' s my experience and comments regarding the situation . I didn't copy Mike Dipp on this because I don't have his email address.</p>	
40	Jaime Rubinstein – UETA	<p>Please accept this letter and file for record to our opposition of having any portion of Santa Fe Street closed. We have four locations in the downtown area, all in close proximity to Santa Fe Street and own property on Santa Fe Street. We have been in business and have a presence in the downtown area exceeding three decades. We recently made a significant investment in building a beautiful store at the entrance to El Paso that parallels the City of El Paso's Downtown Redevelopment plan. We believe in downtown; our associates and their families depend on the jobs we and all other downtown businesses provide. The proposed closing of Santa Fe Street will be detrimental to all downtown businesses; the impact would be of disastrous proportions. I would be glad to meet with you to discuss this matter and give you a quick tour of our stores. Respectfully, please meet with all the stakeholders in the downtown area. I am positive that a favorable option to the successful completion of this project is attainable in a win-win situation.</p>	<p>Comment noted.</p> <p>See response to Comments 1 and 12.</p>

PUBLIC SCOPING MEETING #3 COMMENT AND RESPONSE REPORT

Loop 375 Border Highway West Extension Project

June 20, 2012

#	Name	Verbal/ Written Comments	TxDOT Response
41	Monica Parra	The purpose of this email is to express my DISAPPROVAL for your plan to close off downtown and only use the Coles Street Interchange as a means to get to downtown. As a business owner, I feel that is unfair to the business owners of downtown. Wouldn't it be possible to allow some exits and entrances in and out of downtown? They do it in all other big cities.	Comment noted. See response to Comment 1 and 12.
42	Ivonne Posada	Mr. Calvo! My name is Ivonne Posada and I live in Sunland Park NM which I am a resident there for more than 30 years. I was told about the project to eliminate congestion to I-10 which is fine. What I'm against is closing down the bridge that is located on McNutt Rd. to the Border Highway. I work in El Paso TX and I travel that route every morning for many years and it would be very inconvenient if that bridge is closed down. There is MANY working people that use that route every morning to go to work. I know there is other alternatives and routes to go thru but keep in mind that those routes are very busy and hectic to take. The McNutt Rd. is much easier since it's a straight route out to get to El Paso TX. Please keep this in consideration since there is many of use that have been living here for more than 30 years and that route is a route that we would NOT like to lose.	Comment noted. See response to Comment 8.
43	Dennis Melonas	The impact of a potential closure of Santa Fe Street due to the Border Highway Extension will hurt our downtown retail market. Our El Paso shoppers have used Santa Fe would choke off our shoppers that historically come from both East West side El Paso and use the Border Highway to easily enter out shopping District. Please understand that the retail market in downtown El Paso has supported the downtown economy since the 1950's. Let's work together to make the potential closure of Santa Fe something we cannot worry about anymore. I would like to take you on a tour of the area very soon if possible. 12,000 weekly shoppers in the Downtown Shopping District is a large number that should speak volumes. Our downtown economy is at stake.	Comment noted. See response to Comment 1.
44	Brenda K. McDaniel	It has come to my attention that because of the Loop 375 Border Highway West Extension project in the works, the Anapra/McNutt Road that allows access to Paisano Drive in El Paso is going to be closed. I personally travel this road daily to go to the Carousel Convenience Store (a Texas business) and other places. The Carousel Convenience Store has been in business for 27 years. This closure	Comments noted. See response to Comment 8.

PUBLIC SCOPING MEETING #3 COMMENT AND RESPONSE REPORT

Loop 375 Border Highway West Extension Project

June 20, 2012

#	Name	Verbal/ Written Comments	TxDOT Response
		<p>stands to hurt or affect many that depend on this route being open for their livelihood. In this time of a distressed economy, it does not make sense to promote Government while shutting down small business.</p> <p>For convenience, the Post Office on this road is closer to me than any other in town. The others are at least 15 miles away round trip.</p> <p>Please don't make it inconvenient for Westside residents to access New Mexico &nbsp; [sic].</p>	
45	Fred McDaniel	<p>I have recently heard of the McNutt Road closure (NM 273) FROM Paisano and I believe that the closure will affect many Texas residents who use this road for travel and commerce not only to Sunland park, NM but also to Santa Teresa, NM and the Santa Teresa border crossing. I live on the west side of El Paso and it would be very much out of the way to have to drive further and strain on the traffic pattern on I-10 instead of taking the more convenient route to my destinations.</p> <p>It is beyond me why the Texas Department of Transportation would want to cut off access to the city of Sunland Park on this most important route. Is the State of Texas cutting ties with southern NM especially when it is rumored that there will be a new border crossing at Sunland Park?</p> <p>I am a Past President of the El Paso County Sheriff's Posse and am frequently at our headquarters in Sunland Park for activities. The closure would be detrimental to not only our members, but also the citizens of both cities who use this road daily to travel to their destinations. This is not to mention the New Mexico church which will be at the end of the road (this Hispanic Church also serves many families from west El Paso) and a store which is in Texas will become landlocked by the closure of the bridge.</p> <p>What about the police protection of sore and church parishioners and patrons? Will TxDOT make arrangements for the police department of Sunland Park of the sheriff's office from Dona Ana County to protect Texas residents from crime? This closure should not happen.</p>	<p>Comment noted.</p> <p>See response to Comment 8.</p>

PUBLIC SCOPING MEETING #3 COMMENT AND RESPONSE REPORT

Loop 375 Border Highway West Extension Project

June 20, 2012

#	Name	Verbal/ Written Comments	TxDOT Response
46	Manuel Gameros	I attended the June 20, 2012 Public Meeting on the University of Texas, El Paso Campus. I am in favor of the Border A route for the extension of Loop 375. I also favor the Rail Yard B route for the rest of the Loop 375 Border Highway Extension project. If we must have tolls for these new roadways please install a system with no toll booths. We should have a system for the tolls to be paid on a monthly plan or tolls to be levied by using cameras	Comment noted. It has not been determined if the facility would be managed by the CRRMA or TxDOT; therefore, the applicable toll policies have not been set for the facility. TxDOT existing toll policies can be found on TxDOT's website page.
47	Jose Cadena	My name is Jose Cadena and I am a resident from Sunland Park, N.M. I am against for what you are trying to do. I like many other residents from Sunland Park use this highway every day to go to work, school at UTEP and to go downtown El Paso, Texas. This idea of doing a U-turn and leaving only one entrance to our city would create traffic chaos. I don't know where you live but if you resided in Sunland Park you would know that this highway is highly used not only by residents but for commercial trucks, and border patrol. I believe in saying "if it's working don't fix it" and I believe you are trying to destroy something this is fixed. I understand that there is going to be a meeting in regard to this matter at UTEP and I would like to know this information accurately if you don't mind. Please email me back with the meeting information and thank you for your time.	Comment noted. See response to Comment 8.
48	Robert Ardovino	I prefer Alternative 1 Border A and Border B It makes sense to me that the "Border Highway" remain as close to the border as possible, and practical. It remains an asset to the community for economic and touring purposes. I Do Not At All agree with the proposal to discontinue the entrance/exit ramps from West Paisano to/from McNutt St. Rd. 273. The connectivity it has provided for decades to the City of Sunland Park is invaluable. The neighborhood of Anapra, NM struggles daily on many different fronts and most assuredly is against discontinuing the connectivity as well. You will see the signatures to prove this. It would essential cut off the future of the neighborhood, as it would insure that no future traffic patterns flow through the community.	Comment noted. See response to Comment 8.

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#	Name	Verbal/ Written Comments	TxDOT Response
		<p>It is my hope that the community will someday adopt smart-growth principals outlines in the cities 2008 Master Plan.</p> <p>As you may know the City of Sunland Park has been functioning at or below a basic level for many-many months and is unable to address this major infrastructure change in traffic patterns. I do not speak for their behalf, but do so on behalf of the 5-ish employees and the thousands clients that frequent my Restaurant, Banquet Facilities, and Farmers' Market. This connection and its convenience to UTEP, Kern Place, Rim Road, the Hospital, and downtown provide a "back way" to drive clients directly to us.</p> <p>As I have done in the past , I implore upon you not only leave the entrance/exit rams there and function, but to upgrade the entrance ramp from McNutt to insure the safety of the traveling public and uphold it to the standards of the Texas Department of Transportation.</p>	
49	Jamie Rubinstein	Please send me by email the current proposal for the above along with site maps and time-lines.	Information sent on 9/7/12.
50	Dennis Melonas	Thank you for your presentation on June 14 regarding loop 375 Highway Extension west. We want to point out that the prospect of having any portion of Santa Fe closed could have a detrimental effect on commerce downtown. We already are suffering south of Paisa no due to a large percentage of business closures. We ask you to revisit the plan for the Extension and furthermore to meet with the merchants, property owners, and others impacted. Our organization will help you reach out to the people on Santa Fe, S. El Paso Street, and other streets in the area	<p>See response to Comment 1.</p> <p>Receipt of the petition is acknowledged. The desires of those signing the petition will be considered as the proposed project is developed further.</p>

PUBLIC SCOPING MEETING #3 COMMENT AND RESPONSE REPORT

Loop 375 Border Highway West Extension Project

June 20, 2012

#	Name	Verbal/ Written Comments	TxDOT Response
51	Maria G. Cervera	<p>Comment submitted in Spanish; translated in English here:</p> <p>Likes Alternative 1: Prefers Borders A & B</p> <p>Traffic coming from the east to the west on Border Highway should exit at Kansas Street and not on Campbell Street.</p>	<p>Comment noted. <i>Comentario apuntado.</i></p> <p>The following is the Spanish translation to the response in Comment 1:</p> <p><i>Exploramos varias opciones para poder proveer acceso entre el proyecto BHW y el Distrito Central de Negocios (CBD, por sus siglas en inglés). Estas opciones buscan mantener el equilibrio entre varios objetivos: 1) Proveer acceso rápido y eficiente y reducir el tiempo de viaje al CBD ; 2) Implementación de una carretera de alta velocidad e interrupción mínima para completar la ‘Ruta del Sur de Libramiento’ hasta la IH-10; 3) Mantener la conectividad entre la porción sur del CBD de El Paso y la red regional de transporte.</i></p> <p><i>Los diseños del BHW también tienen restricciones críticas que incluyen líneas ferroviarias, propiedad de ferrocarril, puentes internacionales, canales, cercas en la frontera, diques, escuelas, viviendas públicas y colonia históricas. Comentarios preliminares de la Ciudad de El Paso y el Departamento de Homeland Security dejaron claro que cualquier instalación elevada en el CBD de El Paso, en particular a proximidad de los puentes internacionales, no sería deseable.</i></p> <p><i>Los Conceptos Esquemáticos fueron desarrollados para evaluar el acceso a las calles Campbell, Oregon, Mesa y Santa Fe. No se pudo proveer acceso en Calle Oregon como no existe una distancia mínima de aceleración</i></p>

PUBLIC SCOPING MEETING #3 COMMENT AND RESPONSE REPORT

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#	Name	Verbal/ Written Comments	TxDOT Response
			<p><i>debido a la ubicación de los soportes del Puente Internacional Santa Fe. Aunque las restricciones del proyecto no permiten acceso de entrada única y salida única entre el proyecto propuesto BHW y la Calle Santa Fe, la opción de una rampa de entrada única desde BHW hacia el oeste hasta la Calle Santa Fe fue examinada. A pesar de esto, la geometría de la rampa no conforma con el criterio de diseño requerido para la instalación.</i></p> <p><i>Como resultado del análisis de los conceptos de diseño y los comentarios adicionales de personas interesadas en el área, TxDOT propone implementar acceso al centro a través de las calles Campbell y Mesa, junto con la construcción del paso a desnivel de la Calle Coles. El paso a desnivel de la Calle Coles proporcionaría un par de conexiones directas entre la Calle Paisano y Loop 375 al este del centro. El tráfico proveniente del oeste de El Paso podría salirse para llegar a Spur 1966, voltear hacia el sur para subirse al Spur y voltear hacia el este en la Calle Paisano para completar el viaje al CBD. La entrada única en la Calle Campbell y la salida única para tener acceso al BHW hacia el este en su intersección con la Calle Mesa permiten que la aceleración y las maniobras necesarias para poder confluir con el tráfico sean representadas en el criterio de diseño. Acceso al centro fue coordinado con la Ciudad de El Paso y será examinado durante la fase de diseño final del proyecto.</i></p>

PUBLIC SCOPING MEETING #3 COMMENT AND RESPONSE REPORT

Loop 375 Border Highway West Extension Project

June 20, 2012

#	Name	Verbal/ Written Comments	TxDOT Response
			<i>El equilibrio mantenido entre las entradas y salidas en el área del centro a través de la entrada única en la Calle Campbell y la salida única en la Calle Mesa, junto con el paso a desnivel de la Calle Coles para tener acceso al centro desde el este eliminaría conflictos serios entre el tráfico vehicular y peatonal a lo largo de la Calle Santa Fe. También permitiría que una comunidad que beneficia a los peatones pueda ser desarrollada en el área del centro.</i>
52	Laura Parras	<p><i>Comment submitted in Spanish; translated in English here:</i></p> <p>I don't want Border Highway West to be closed because it would take longer to get to work and one would have to take long detours, which would waste more gas and time.</p>	<p>Comment noted. <i>Comentario apuntado.</i></p> <p>See response to Comment 51. <i>Vea respuesta al Comentario 51.</i></p> <p>The following is the Spanish translation to the response in Comment 8:</p> <p><i>En respuesta a los comentarios del público recibidos en la reunión pública de consulta, el concepto del diseño para el término oeste del Border Highway West ha sido modificado y mantendrá el acceso actual entre NM 273 y US 85 a través del cruce actual sobre el Rio Grande en el Puente Corchesne. Rampas proporcionarían conexiones directas entre el BHW este y oeste y NM273, así como una conexión a US 85. Conectividad con las áreas al oeste de BHW sería mejorada con la extensión propuesta de la Calle Doniphan.</i></p>

PUBLIC SCOPING MEETING #3 COMMENT AND RESPONSE REPORT

Loop 375 Border Highway West Extension Project

June 20, 2012

#	Name	Verbal/ Written Comments	TxDOT Response
53	Ramiro Martinez	<i>Comment submitted in Spanish; translated in English here:</i> I, Mr. Ramiro Martinez, do not agree with closing down the Paisano exit to the McNutt exit because that is the exit I take to go to work and that street is very important for other people. I hope it is not shut down.	Comment noted. <i>Comentario apuntado.</i> See response to Comment 52. <i>Vea respuesta al Comentario 52.</i>
54	Reynaldo Salaiz	<i>Comment submitted in Spanish; translated in English here:</i> I am asking please that you not shut down that part of the street, McNutt, because the population of Sunland Park, Santa Teresa, etc., etc. need to cross to take care of business. I thank you in advance.	Comment noted. <i>Comentario apuntado.</i> See response to Comment 52. <i>Vea respuesta al Comentario 52.</i>
55	Mrs. Mora	<i>Comment submitted in Spanish; translated in English here:</i> This road facilitates arriving without having to circle downtown El Paso, TX for those of us who live in Sunland Park, New Mexico and adjoining areas and for those who are coming from El Paso, TX to these areas of New Mexico, who also use this road. In fact, funeral processions from El Paso, TX travel this road on their way to cemeteries in Santa Teresa. For these reasons, this "road", McNutt Road and Paisano exit/entrance should not be closed.	Comment noted. <i>Comentario apuntado.</i> See response to Comment 52. <i>Vea respuesta al Comentario 52.</i>
56	Unknown	<i>Comment submitted in Spanish; translated in English here:</i> The McNutt/Paisano bridge is very necessary to go to El Paso, this is the road I use to go to work, to go shopping, the hospital, Juarez. Please do not close the streets, it is very necessary.	Comment noted. <i>Comentario apuntado.</i> See response to Comment 52. <i>Vea respuesta al Comentario 52.</i>
57	Fernando P.	<i>Comment submitted in Spanish; translated in English here:</i> I am not in favor of this because I travel a lot on Paisano to El Paso's downtown area. I don't want McNutt Street to be closed down.	Comment noted. <i>Comentario apuntado.</i> See response to Comment 52. <i>Vea respuesta al Comentario 52.</i>

PUBLIC SCOPING MEETING #3 COMMENT AND RESPONSE REPORT

Loop 375 Border Highway West Extension Project

June 20, 2012

#	Name	Verbal/ Written Comments	TxDOT Response
58	Hector S., Hector Martinez, Antonio Gonzalez, Raquel Martinez, Patricia Martinez, Moises Herrera Gallardo	<i>Comment submitted in Spanish; translated in English here:</i> To whom it may concern: This document is a protest and petition on behalf of all firms and people who are not in agreement with closing down the only crossing at McNutt Street, affecting all tenants of the Meadow Apartments and of the Carousel Restaurant, causing drivers to circle to get to Sunland Park in order to cross to the other side of the city of New Mexico. Petitioners' signatures: Hector S., Hector Martinez, Antonio Gonzalez, Raquel Martinez, Patricia Martinez, Moises Herrera Gallardo	Comment noted. <i>Comentario apuntado.</i> See response to Comment 52. <i>Vea respuesta al Comentario 52.</i> Receipt of the petition is acknowledged. The desires of those signing the petition will be considered as the proposed project is developed further. <i>Se reconoce recepción de la petición. Los deseos de las personas que han firmado la petición serán consideradas mientras el proyecto propuesto se continúa a desarrollar.</i>
59	Abel Robles	<i>Comment submitted in Spanish; translated in English here:</i> 2) Are you an owner or do you rent property in the study area? Yes - Is the owner of a commercial property. I'm in favor of improving traffic roads in the city. If this construction is done, it would affect the flow of commercial traffic to downtown El Paso, and in my case it would directly affect 8 people who would have to look for work. This source of work is 6 years old. I would prefer that this project not affect Santa Fe Street, because it is vital for this business	Comment noted. <i>Comentario apuntado.</i> See response to Comment 52. <i>Vea respuesta al Comentario 52.</i> The following is the Spanish translation to the response in Comment 12: <i>Se anticipa que los impactos generales al área del centro serán positivos y mejorarán la circulación. Al mismo tiempo, crearán un ambiente que beneficia más a los peatones, lo cual concuerda con los planes de desarrollo de la ciudad. TxDOT continuará a coordinar con la Ciudad de El Paso, la Asociación Central de Negocios y otras personas interesadas a lo largo del desarrollo del proyecto para maximizar el tiempo en el que se puedan recibir comentarios sobre las necesidades de movilidad del centro.</i>

PUBLIC SCOPING MEETING #3 COMMENT AND RESPONSE REPORT

Loop 375 Border Highway West Extension Project

June 20, 2012

#	Name	Verbal/ Written Comments	TxDOT Response
60	Rodolfo Esparza	<i>Comment submitted in Spanish; translated in English here:</i> Likes Alternative 2. Comment: It's better for the neighborhood.	Comment noted. <i>Comentario apuntado.</i>
61	Amanda Esparza	<i>Comment submitted in Spanish; translated in English here:</i> Likes Alternative 2. Comment: It's better for the neighborhood.	Comment noted. <i>Comentario apuntado.</i>
62	Bartolo de Santiago	<i>Comment submitted in Spanish; translated in English here:</i> Please do not close the Sunland Park exit, I would appreciate if you took this petition into account.	Comment noted. <i>Comentario apuntado.</i> See response to Comment 52. <i>Vea respuesta al Comentario 52.</i>

C-2: CSS Summary Report

DRAFT

Context Sensitive Solutions Master Plan

Border Highway West

Loop 375 From Mesa Street (SH20) to Fonseca Drive

July 20, 2012

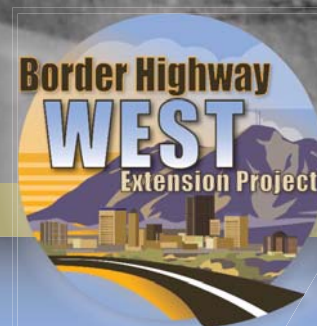
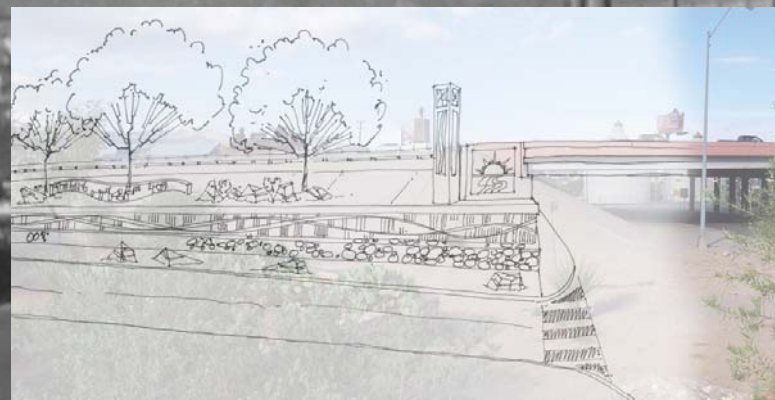
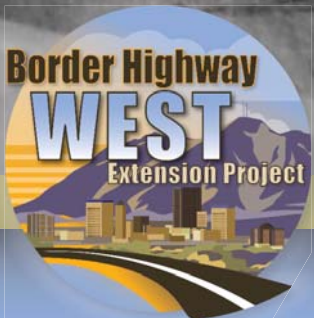


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Executive Summary

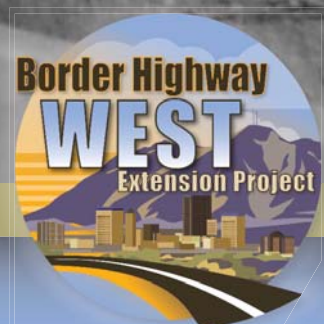
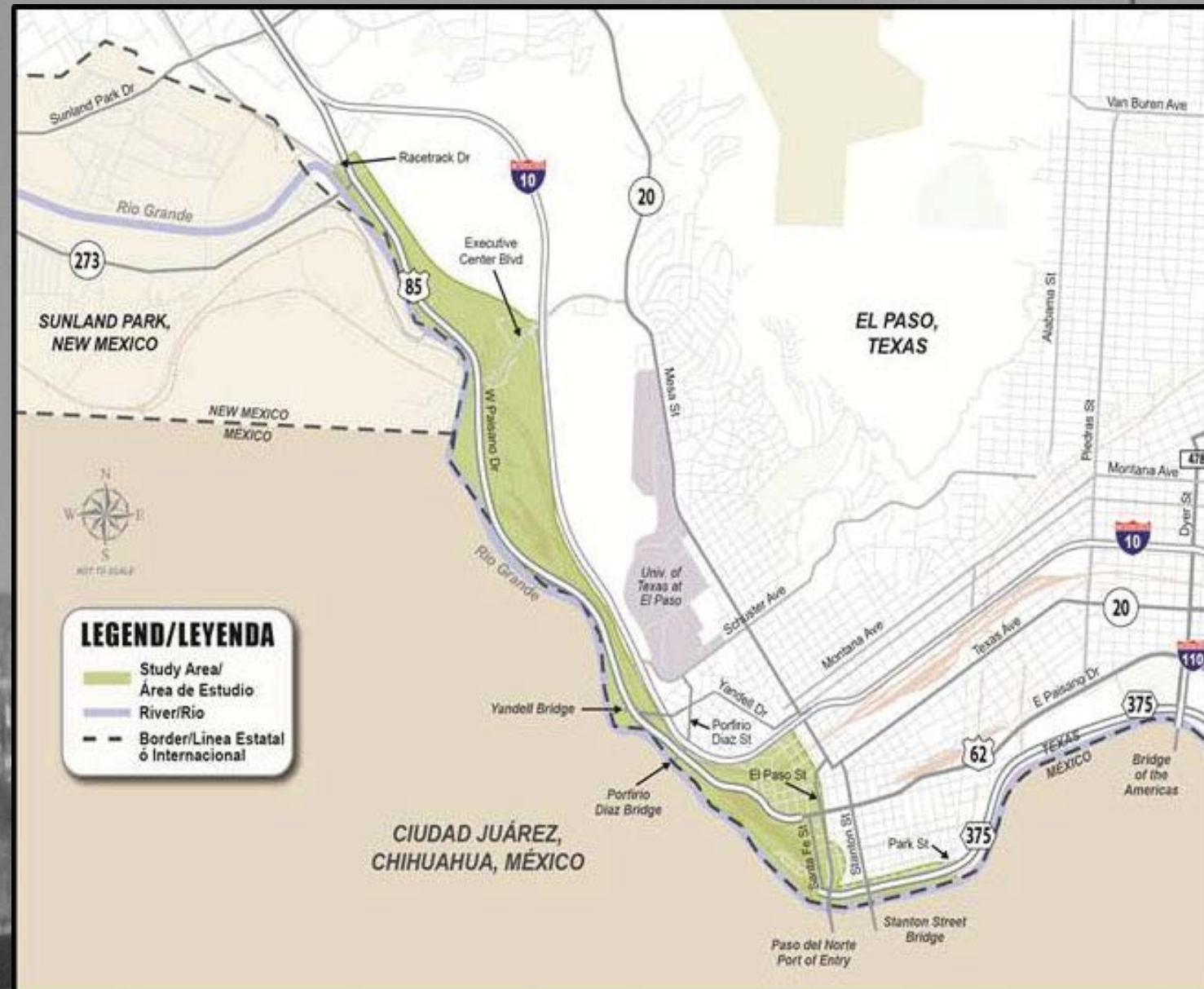
Introduction

The initiation of a Context Sensitive Solutions (CSS) exercise for the Border Highway West represents a commitment by TXDOT El Paso to include the community in planning and design activities for the proposed roadway facility that will result in a project that both functions and fits within the area that defines El Paso.

The Context Sensitive Solutions (CSS) process is a collaborative, multidisciplinary approach to roadway facility planning and design that involves all stakeholders in a region with the end desire to create and provide a transportation facility that fits its setting (hence 'context'). The CSS process strives to enable a new transportation facility to preserve and enhance scenic, aesthetic, historic, community and environmental resources, while maintaining or enhancing safety, mobility, and infrastructure conditions. This approach was valuable for the Border Highway West project as it encouraged a multidisciplinary team to work together to balance the needs and desires of multiple interest groups and encouraged participation from a wide range of local residents. The end result is a project that adds lasting value to the community, the local urban environment, and the transportation system.

Two groups of stakeholders were assembled to assist in the CSS process; a Technical Advisory Committee (TAC); and an Aesthetics Advisory Committee (AAC). The TAC was comprised of members of the consulting teams working on the various planning and design components of the Border Highway West project, as well as representatives from the numerous public agencies that manage or regulate areas or assets that will be affected by the project corridor. The primary focus of the TAC is on the technical, design aspects of the project. The AAC was comprised of representatives of the various neighborhoods; businesses; educational agencies; special interest groups, and local artists associations that occur within the project corridor. The primary focus of the AAC was on the aesthetic and quality of life aspects of the project.

Both of the stakeholder groups were extremely important to the CSS process, as they provided invaluable first hand perspective and direction regarding the potential effects of the roadway project on their neighborhoods and businesses. A total of five (5) TAC meetings, and four (4) AAC meetings were conducted through the course of the project. The first three AAC meetings included Visual Preference Surveys, allowing meeting participants to provide their opinions and preferences for different aspects of the project and its proposed improvements. Several newsletters that illustrated the CSS process were prepared, published and distributed online and via US Mail to meeting participants, interested parties, and the general public.



C-3: Public Hearing Summary Report

**PUBLIC HEARING
SUMMARY AND ANALYSIS
AND
COMMENT RESPONSE REPORT**

**The Texas Department of Transportation
El Paso District**

Loop 375 Border Highway West Extension Project
From Racetrack Drive to US 54
El Paso County
CSJ: 2552-04-027

**Summary of
Public Hearing**

Hearing Date: November 15, 2012

University of Texas at El Paso (UTEP)
El Paso Natural Gas Conference Center
Wiggins Road, El Paso, TX 79968

Prepared: January 2013

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Section 1

Summary of Public Hearing

Section 1

Summary of Public Hearing

DISTRICT / COUNTY: El Paso District / El Paso County

HIGHWAY / LIMITS: Loop 375 / US 85 (Paisano Dr.) from Racetrack Drive to US 54

CSJ / PROJECT NUMBER: 2552-04-027

PROJECT BACKGROUND: The Texas Department of Transportation (TxDOT) is developing the Loop 375 Border Highway West Extension, a project which extends Loop 375 from Racetrack Drive (near Doniphan Road and New Mexico (NM) 273 west of downtown) to United States (US) 54 (east of downtown El Paso). The project is located in the City of El Paso, El Paso County, Texas.

STATE PROJECT; DESCRIPTION OF PROJECT LIMITS: The proposed project was originally envisioned as being federally funded and began in September 2007. TxDOT restarted the planning studies in 2010 with only state funds. The proposed project limits were shortened from the original limits (State Highway (SH) 20 to US 54) to Loop 375/US 85 (Paisano Drive) from Racetrack Drive to Park Street. After considering input given at the second public scoping meeting in December 2011, TxDOT further revised the project limits to Racetrack Drive near Doniphan Road and NM 273 to US 54 east of downtown for the purpose of addressing concerns about access to the downtown area. These revised limits were presented at the third scoping meeting on June 20, 2012 and are the current limits for the project.

PREFERRED ALTERNATIVE; PROPOSED IMPROVEMENTS: Input received at the third scoping meeting led TxDOT to select Alternative 2 (Rail Yard B and Border A) as the Preferred Alternative, revise the Coles Street Interchange to reduce property impacts and improve traffic flow, and revise the project design to maintain access between NM 273 and US 85.

The proposed project is a four-lane controlled-access toll facility within a 120 feet (ft) right of way (ROW) that would begin at Racetrack Drive near Doniphan Road and NM 273, west of downtown, to US 54 east of downtown, a distance of approximately nine miles, of which approximately seven miles would be tolled. All existing non-tolled lanes would remain non-tolled; only newly constructed lanes would be tolled. The proposed improvements would close the Loop 375 gap that currently exists along the border in the downtown El Paso area and would create an alternate route to Interstate Highway 10 (I-10). These improvements would increase system capacity and reliability and regional system linkage, improving mobility for the El Paso region. This alternative avoids impacts to the Rio Grande, existing utilities and minimizes impacts to the Chihuahueta community and floodplains. The preferred alternative as presented at the hearing showed two residential and 42 commercial displacements as well as impacts to 0.2 acres of parkland from the Chihuahueta Park. The proposed impacts to the park have been coordinated with the city of El Paso, the agency with jurisdictional authority. Slight changes to

the preferred alternative following the public hearing results in three residential and 32 commercial displacements; parkland impacts remain the same.

PROJECT PURPOSE AND NEED: The purpose and need is a key factor in determining the range of alternatives considered in an environmental document and, ultimately, the selection of the preferred alternative. The need for the Loop 375 Border Highway West Extension Project includes:

1. **Insufficient system capacity** – Need to provide additional infrastructure to accommodate future growth
2. **Insufficient reliability** – Need to provide a reliable alternate east-west route for incident management
3. **Insufficient regional system linkage** – Need to complete Loop 375 to provide better connectivity around the city and improve access to the university, downtown, and medical centers

The purpose of the proposed project is to provide an alternate route to I-10 to accommodate projected growth in regional east-west traffic and to improve east-west regional reliability and continuity such as during incidents, maintenance activities, and programmed reconstruction. The forecasted growth in the study area demonstrates the need for expanded transportation infrastructure. Other than I-10, there is no other continuous high speed east-west highway through El Paso. The only other major highways that serve east-west traffic are US 85 (Paisano Drive) and Loop 375. However, US 85 has numerous signalized intersections and heavy pedestrian activity, and Loop 375 terminates at Santa Fe Street, south of downtown. The project would close the gap on Loop 375 that currently exists from Santa Fe Street downtown to US 85.

ENVIRONMENTAL DOCUMENT: In coordination with federal, state, and local agencies, TxDOT is preparing a State-level Environmental Impact Statement (EIS) to identify and evaluate the impacts of the various proposed solutions for the project. Through the evaluation process, a broad range of environmental issues are being studied and the findings reported, such as water quality, air quality, cultural resources, biological resources, socioeconomic conditions, community cohesion, noise, and more.

Public involvement for this project includes three public scoping meetings (held in October 2007, December 2011, and June 2012) and a public hearing (held November 2012). In addition, the project team is utilizing the Context Sensitive Solutions (CSS) process to ensure that the design of the proposed project will fit into its physical setting and will preserve scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility.

The remainder of this report provides the details of the public hearing held in November 2012, the comments received and the responses to those comments.

PURPOSE OF PUBLIC HEARING: The purpose of the hearing was to discuss the findings of the Draft EIS (DEIS), including the preferred alternative identified, and provide an opportunity for the public to comment on the proposed project. The access refinements in the Western Terminus and the Revised Coles Street Interchange were also presented.

DATE OF PUBLIC HEARING: Thursday, November 15, 2012

HEARING LOCATION: University of Texas at El Paso (UTEP), El Paso Natural Gas Conference Center, Wiggins Road, El Paso, TX 79968

NOTICE OF HEARING: Notices were published in the following local newspapers: *El Paso Times* (English) – Friday, September 28, 2012; Saturday, October 27, 2012; Thursday, November 1, 2012; and Thursday November 8, 2012; *El Diario de El Paso* (Spanish) – Friday, September 28, 2012; Thursday, October 25, 2012; Thursday, November 1, 2012; and Thursday November 8, 2012.

Media coverage requests and announcements for the hearing included a *Media Advisory* in both English and Spanish and a *News Release* in both English and Spanish, which were also distributed at the public hearing to the media who attended.

LETTERS TO ELECTED OFFICIALS; NOTICES TO STAKEHOLDERS AND PROPERTY OWNERS:

On October 2, 2012, the TxDOT – El Paso District mailed out hearing invitation letters to El Paso area federal, state, and local elected and non-elected officials as well as the cooperating and participating agency contacts.

On October 15, 2012, a project newsletter, that included a public hearing notice, was sent to 473 property owners in the project study area and approximately 482 project stakeholders, including nearby educational and medical facilities, neighborhood associations, community organizations, local officials, and attendees of previous scoping meetings.

ATTENDANCE: A total of 79 people registered their attendance at the public hearing. Of these, four were representatives of elected officials; 69 were property owners, residents, and business owners; and six were representatives of the media. Additionally, 38 project team representatives were in attendance.

FORMAT: The public hearing began with an open house session from 4:00 p.m. to 6:30 p.m. During this time, the DEIS, displays of the proposed alternatives, and other project information were available for viewing. Project team members were available during this time to answer questions. The open house format was utilized to allow attendees to move freely between the displayed exhibits and to discuss project details with the project team and other stakeholders. Two certified Spanish interpreters were available during the open house to accommodate the communication needs of Spanish-speaking individuals. All exhibits were presented in both English and Spanish. Bilingual information packets were also available at the sign-in table.

At 6:30 p.m., a technical presentation was given. The technical presentation included details of the public hearing format, an overview of the proposed project, a description of the project purpose and need, notice of DEIS availability and locations, the public involvement and CSS process overview, a review of the alternatives analysis phase of the project, an overview of the results of the environmental studies, a review of the preferred alternative selected, an overview of construction costs for the project, and a brief explanation of the ROW acquisition process and the relocation assistance program. The hearing concluded with a public comment period. A certified court reporter recorded all public comments verbatim. In addition, a certified Spanish interpreter provided simultaneous translation of the hearing's proceedings to those who requested it.

CONDUCTED BY:

Welcome & Introductions

*Robert M. Bielek, DPA, P.E., TxDOT El Paso District
District Engineer and Public Hearing Officer*

Technical Presentation

*Darrin Willer, P.E., HNTB Corporation
Debbie Taylor, HNTB Corporation*

Next Steps

Robert M. Bielek, DPA, P.E., TxDOT El Paso District

Public Comment Session

Robert M. Bielek, DPA, P.E., TxDOT El Paso District

HANDOUTS: Bilingual information packets were distributed at the hearing. Each packet contained a welcome guide, agenda, project fact sheet, an EIS process and schedule handout, a comment form, and a speaker card.

Media packets were also made available to members of the media present at the hearing. The media packet included the English and Spanish press releases, a handout packet, and print out copies of key exhibits. It also included a CD containing the electronic copies of the exhibits and the full handout packet as well as a DVD containing a 3D animation of the project.

EXHIBITS: Exhibits were displayed on easels and tables throughout the room, and are provided in **Appendix H**. In addition to the sign-in table, a welcome board, and a TxDOT station, the following exhibits and stations were displayed during the hearing:

STEP ONE: Overview

- "What's New?"
- "Closing the Gap" Map
- Study Area Map
- Purpose and Need

STEP TWO: Yesterday

- Project Timeline
- Public Scoping Meeting #1 – October 2007
- Public Scoping Meeting #2 – December 2011
- Public Scoping Meeting #3 – June 2012

STEP THREE: Today

- EIS Process and Schedule
- A document review table, featuring copies of the DEIS
- Recommended Reasonable Alternatives - Segments Map
- Decision Matrix and overview exhibits of Reasonable Alternatives 1-4
- Alternatives Evaluation Process
- Reasonable and Preferred Build Alternatives Tolled Concepts
- Focus on Western Terminus, Doniphan Extension and New Mexico 273 Maps
- Focus on Downtown Access Map
- Focus on Revised Coles Street Interchange Map
- A ROW table, including ROW materials

STEP FOUR: Context Sensitive Solutions Process

- Context Sensitive Solutions (CSS) Overview

STEP FIVE: Tomorrow

- Next Steps
- Two (2) Written Comments tables
- Certified Court Reporter

OPPORTUNITIES FOR PUBLIC COMMENT: The public was invited to submit written and/or verbal comments during the hearing. Verbal comments could be given during the formal public comment session, transcribed by a court reporter, or given to the court reporter stationed in the open house area.

All attendees were informed that written comments could also be submitted after the hearing by the end of the DEIS public comment period (Monday, November 26, 2012) via mail or email. Contact information was provided at the hearing and in the newspaper ads that ran leading up to the hearing.

COMMENTS RECEIVED: The deadline for public comment was Monday, November 26, 2012. A total of twenty-seven (27) public comments were received; of those sixteen (16) comments were written and eleven (11) were verbal. Responses to these comments are provided in Section 2 of this report.

Attendees were generally in support of the proposed project and its schedule. Positive feedback was received on the need to address congestion, the project's goal of providing improved access along the south side of downtown, and praise for inclusion of the public in the

project process. Several attendees were concerned with plans in the downtown area as it pertained to limited access routes, specifically the proposed closure of Santa Fe Street having a negative impact on businesses. Concerns about increased congestion on Paisano Drive and on the international bridge were also expressed. Others were concerned about impacts to the United States International Boundary and Water Commission (IBWC) properties, impact to historic neighborhoods and property sales being affected by the project. Some concerns were also raised regarding lighting and the amount of public outreach.

Section 2

Public Hearing Comment and Response Report

PUBLIC HEARING COMMENT AND RESPONSE REPORT

Loop 375 Border Highway West Extension Project

November 15, 2012

#	Name	Verbal/ Written Comments	TxDOT Response
1	Richard Dayoub	<p>Good evening Mr. Bielek. I'm Richard Dayoub. For the record, it's spelled D, as in David, A-Y-O-U-B. I'm the CEO of the Greater El Paso Chamber of Commerce. I'd like to thank you all for this opportunity to address this body. In the interest of time, I will not read our resolution into the record but provide you with written copies. On October 23rd, our governing board unanimously approved the aforementioned resolution. El Paso remains the only major metro area without a completed outer loop. I-10 congestion continues to increase both in frequency and severity. Our growing population, both civilian and military, are critical to our economy and our future economic prosperity. So, too, is our ability to manage the growth and to mitigate the congestion that is inherent with this growth. El Paso continues to offer its citizens an exceptional quality of life environment but our quality of life is being threatened by our increasing traffic congestion and related air quality. To the efforts of TxDOT Commissioner Chairman Houghton we have a rare window of opportunity to complete our loop during an era I might add of dwindling transportation funding both across the State of Texas and across the nation. The greater El Paso Chamber of Commerce remains committed to this project and will do everything within our ability to support this initiative to its conclusion. I thank you for this opportunity.</p> <p><i>[Note: Resolution is included as Comment #19]</i></p>	Comment Noted.
2	Dennis Melonas	<p>Good evening Bob. I'm Dennis Melonas, M-E-L-O-N-A-S. I represent the Central Business Association as executive director. We are a business league of over 300 retailers. The Border Highway Loop 375 Extension Project as planned cannot proceed without TxDOT taking into account the needs of the neighborhood. We were informed by you fine folks a great months ago that all the access -- accesses as we currently know them from downtown to the proposed Border Highway would disappear. Literally all of the eastbound accesses to and from downtown to the pro-- proposed Border Highway would no longer exist. Only one ingress at Campbell Street and one egress at Mesa Street would be drawn into the model as the project unfolded. Our members depend on the livelihood - our members' livelihoods depend on the traffic from Border Highway. The closure and the -- the -- the less ramps would create</p>	<p>As a result of comments received at the Public Hearing held November 15, 2012 and subsequent coordination with the City of El Paso (a participating agency on the project), TxDOT has revised the westbound access between Park Street and Santa Fe St. After further evaluation of traffic circulation and other future planned downtown projects such as the City of El Paso Streetcar project, a collaborative solution has been developed to best serve the overall downtown access needs. The revised plans include providing</p>

PUBLIC HEARING COMMENT AND RESPONSE REPORT

Loop 375 Border Highway West Extension Project

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#	Name	Verbal/ Written Comments	TxDOT Response
		major traffic congestion problem for residents and businesses alike. At this time we have hand reading of traffic that seems short sighted at this point given downtown's reinvigoration plans. We recommend two ingress points and one egress points to ensure that the downtown shopping district, a district that receives over 18,000 shoppers per week, a district that generates over \$400 million of sales tax to Austin every year and that it stays alive and continues to serve El Pasoans, Juarenzes and the entire region with a vibrant, unique open style of open air, shopper friendly, walker -- walker friendly atmosphere. Please keep in mind that we're only talking about westbound traffic on the Border Highway. Eastbound traffic would not be able to directly enter downtown unless they exit at Schuster Street and the newly proposed Coles Street. That's over two -- that's over two miles away. We urge TxDOT to please help and join our community to make El Paso a first-world -- a first class city without cutting the limits of its business epicenter. The -- our partners at the downtown management district, our partners at the economic development at City Hall, they've given a lot of incentives for redevelopment. This would make a huge -- a huge injury to these businesses not to mention our 18,000 retailers and we have to change our method of thinking in this particular project as it pertains to the downtown access. Thank you.	access to the westbound lanes of Loop 375 via an entrance and exit at Campbell St. and an entrance only into downtown at Oregon Street from Loop 375. The addition of an auxiliary lane between these two streets will be added to allow for merging movements. Existing sidewalks from Santa Fe St. to Campbell St. will be removed to allow for the additional auxiliary lane.
3	Veronica R. Soto	Good evening. Buenas tardes. My name is Veronica Soto, S-O-T-O. I am the executive director of the downtown management district. The downtown management district has already sent public comment regarding this project for a presentation provided to us earlier in the month. The DMD is overall supportive of the project for the region; however, representing the downtown area, the DMD is very concerned about the limited access that the project, as it is presented tonight, represents for the downtown area. Consideration of additional access points to the downtown area directly rather than a mile away at UTEP or at Bowie High School is what the DMD urges the project coordinators to consider. It would be very important to have this access for the downtown area. As the downtown area really takes off there are a lot of efforts underway to continue to revitalize our area downtown and to have the -- the center of our city be the regional epicenter and so designing this project that will have an impact for over the life of our community and so we urge the project engineers	See response to Comment 2.

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#	Name	Verbal/ Written Comments	TxDOT Response
		<p>and TxDOT to reconsider the access points to the downtown area because we do need that lifeline to continue as we continue to redevelop downtown. Overall the DMD is supportive for the region of this project, but we want to make sure that this important project is done right. And the only way to do it right is to continue to have good access to our downtown area for both the shopping and the entertainment that is there and the additional shopping and entertainment that is soon to come. Thank you.</p> <p><i>[Note: DMD letter/comment is included as Comment #20]</i></p>	
4	Frank Hernandez	<p>Yes. Good evening. My name is Frank Hernandez, H-E-R-N-A-N-D-E-Z. I'm here from the Carousel Convenience Store on the Highway 273 as you enter McNutt Road into New Mexico. We're located in Texas. The west side is the New Mexico line. My -- I like the design. Everything looks good to me as -- as where we're at. But my concern, you know, when construction starts I'm wondering how it's going to affect us with the traffic flow and, you know, if the bridge is closed on us. We've -- we've had two major closures on the street when -- I can't recall the year, but they resurfaced Paisano Road and the bridge was closed like for around seven or eight months if I remember correctly. In 2003, 2004 they knocked down the bridge to rebuild the new one and we were down again. And, you know, our business depends on the traffic going back and forth to the store. It's not the community of Sunland Park or Anapra, New Mexico, because our business depends on the traffic flow back and forth. So my concern is if there is going to be some shutting down, you know, on the road leading to our store if it's minimized because it really -- it really hurts us really bad. And, like I said, I -- I like the way everything looks and I just hope you take this into attention that -- that we are there. Thank you.</p>	<p>Comment noted.</p> <p>The existing access to NM 273/McNutt Road will be maintained with the proposed project.</p> <p>Periodic and temporary closures during construction may be needed for some activities such as hanging bridge beams and other various activities; however, TxDOT will work to minimize impacts to the adjacent area.</p> <p>It is TxDOT's policy to maintain ingress/egress at all times during construction to adjacent businesses and property owners.</p>
5	Miguel A. Rodriguez	<p>Good evening. My name is Miguel Rodriguez. I'm from the Chihuahueta community. I'm part of the association -- also a member of the association and I'm here in support of the current proposal that you have right now from Santa Fe to Schuster. After 40 years, you know, we finally got an answer. And, actually, the damage is going to be minimal. We're going to be losing two houses by the -- the park and relieving the traffic from Santa Fe. We thank you and thank you for your support. We have been working with you guys for the</p>	<p>Comment Noted.</p>

PUBLIC HEARING COMMENT AND RESPONSE REPORT

Loop 375 Border Highway West Extension Project

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#	Name	Verbal/ Written Comments	TxDOT Response
		past five years being in -- involved in the -- in the advisory boards and going to all the meetings. So thank you for your strive trying to help us out.	
6	Miguel A. Rodriguez	We're in favor of the plan that is right now. Just our concern and our question is that something that came up about the unit -- the 42 units, the apartments. We understand that you were trying to buy one unit only but the property owner, they didn't want to sell just part of it. They want to sell the whole property. Our concern is after you finish, do you think that something can be built, either houses or apartments after if you need to demolish all of them? That's a concern. We understand that we're going to be losing two houses and part of the community park. But the apartments is something new. And we in favor of closing Santa Fe because it's going to help us, you know, for the seniors, for the community, because actually, you know, the traffic is getting real heavy. And I guess that's it. You know, I mean, we're content. After 40 years, I mean, of waiting, you know, we're happy -- we got what we wanted. I mean, we're going to be losing some houses but at least we're not going to be separated from the community, isolated. Because if they would go the other way, you know, part of the community was going to be isolated and only with one ingress. So I guess -- I mean, we got most of it, you know.	Comment noted. The current preferred alternative, Alternative 2, does not require the displacement of any apartments in the Chihuahuita area.
7	James Johnson	I don't know what they're -- they were asking me to -- just wanted my name and address. I think this is going to help to alleviate traffic, the traffic flow coming off of North Mesa down Executive onto I-10 and Paisano and people coming down Paisano. I think it is going to be a big help. El Paso keeps growing and the streets, they're still the same. They get repaved, they get redone but not -- it's not really explaining much. The east side, the Loop out there off of -- what is it - - Spur 601 and Loop 375, all that area is -- I mean, that's a great area but they already have problems with it, the exit at 601 when they're going northbound. I don't know. Are you from El Paso? Have you seen how it is the congestion in the mornings on the TV? It's always a mess. I drove through there in the mornings and it -- I don't know if you've been through there but when you're coming, I guess, northbound on Loop 375, I've been stuck in traffic since right around Pebble Hills before you get to Montana and it's stop-and-go traffic, stop-and-go traffic all the way to 601. But my comments on this expansion, I think it will be a great help. It's not going to affect my mom's property in any way.	Comment Noted.

PUBLIC HEARING COMMENT AND RESPONSE REPORT

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#	Name	Verbal/ Written Comments	TxDOT Response
		She's the one that wanted me to come out here and find out what's going on. And it's -- I think it is going to be a big help to alleviate traffic in the mornings, especially people coming down off of Mesa. Like I said, El Paso keeps growing and the highways are still the same. That's all.	
8	Sergio Tinajero	Okay. The -- I guess the comment that we have is that one of the proposed location of the freeway or interchange goes through a property that is for sale, it's on the market, and it's really affecting the sale of this property because the buyers are looking at this or they're trying to back out. We have a sale of -- that's \$1,250,000 under contract with the title company and with a possibility of building a gas station and a restaurant with -- and some retail. And because of this project, it's really affecting this transaction. So that you guys are not -- don't know how long is this going to take, how much is going to be the -- I mean, once you do an appraisal so if we're losing money -- we're not but at this point, I mean, you're putting the -- this transaction in jeopardy because of the proposed interchange. I guess that's -- I mean, what else can I tell the -- the buyers -- the total investment between the construction and land probably looking about two -- between two and a half million dollars and three million dollars. You're affecting the buyer, you're affecting the seller and you're affecting the real estate company as well. I think that's it.	<p>TxDOT is not able to proceed with right-of-way appraisal or acquisition until the project receives environmental clearance (Record of Decision). This is currently anticipated in May/June 2013.</p> <p>There is a process for consideration of an advance acquisition if the property owner situation qualifies as an economic hardship.</p>
9	Pastor Edwin Gros	I guess we feel this deeply because we're in -- I'm the pastor and I have -- all of the people who live in the Chihuahueta area are my parishioners, and I'm just very concerned about displacement of fam- -- them losing their property or anything which is going to ultimately change their lives. And I understand that one of the alternatives, the alternative which I think has the highway going furthest -- closest to the canal and further south is a possibility, and I just want to put my vote in for that alternative because I want the least amount of disruption to the lives of these people who have lived there for over a hundred years. And I just feel that they need someone to speak up for them because they're -- most of them are poor and don't have a lot of political clout, but I feel as their pastor I have to express my voice.	<p>Comment Noted.</p> <p>The preferred Alternative, Alternative 2, would be located south of Chihuahueta and would minimize disruption to the community. Planning efforts have been conducted with the understanding of the sensitivity and community cohesion of Chihuahueta. TxDOT has also worked closely with the City of El Paso and the Chihuahueta representatives in the planning and development of the proposed project.</p>

PUBLIC HEARING COMMENT AND RESPONSE REPORT

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#	Name	Verbal/ Written Comments	TxDOT Response
10	Eduardo Castorena	<p>I'm Eduardo Castorena, and I'm the development director at Sacred Heart Church. And I am also concerned about the people in the Chihuahuita neighborhood and about their being displaced. And I'm glad to hear that an alternative route is being considered to route the Border Highway around the -- right on the border along the canal or over the canal and that maybe it will not displace anybody from the Chihuahuita neighborhood. And if it does, I very strongly feel that we need to be sure that they are provided proper assistance and remuneration for the displacement, for the cost of their property, because they've lived there for ages. The other concern is that a lot of our parishioners also happen to be businessmen in the south El Paso area, and there's some concern about the exits to that area in that at this point they may be limited exits from the Border Highway to south El Paso and hope they make some adjustments to that because it would deeply hurt their businesses downtown in that area as well as not only the business right along the border but anybody that's wishing to come from the Lower Valley of El Paso to the new stadium we're going to be erecting there. And so, you know, what are we really thinking when we talk about renovating the downtown area if we're not even considering the traffic that would bring business and visitors to that area? So twofold concerns. One, the people that live in that area, the Chihuahuita district, and then the other is the business one that have their businesses in that area. So we pray that they keep all of this in mind.</p>	<p>Comment noted.</p> <p>See response to Comments 2 and 9.</p> <p>TxDOT would provide relocation advisory assistance to any person, business, or nonprofit organization displaced as a result of the acquisition of real property for public use. Acquisition of property would be carried out in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (The Uniform Act) of 1970, as amended. In the cases where sufficient comparable replacement housing may not be available, TxDOT is committed to implementing last resort housing practices. Consistent with the United States Department of Transportation (USDOT) policy, as mandated by The Uniform Act, TxDOT would provide relocation resources (including any applicable special provisions or programs) to all displaced persons without discrimination. The available structures must also be open to persons regardless of race, color, religion, or nationality, and be within the financial means of those individuals affected. All property owners from whom property is needed are entitled to receive just compensation for their land and property. Just compensation is based upon the fair market value of the property.</p>

PUBLIC HEARING COMMENT AND RESPONSE REPORT

Loop 375 Border Highway West Extension Project

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#	Name	Verbal/ Written Comments	TxDOT Response
11	Dennis Melonas	<p>This is a letter that we gave to Mayor John Cook and the City Council on November 12th, 2012. Thank you so much for taking the time to meet with us this past Wednesday on such short notice. We share your enthusiasm in bringing El Paso forward and are reaching out for your hand to make sure that the -- that includes the city's core center of business, downtown El Paso. The downtown shopping district is a bustling marketplace with over 18,000 shoppers a week, your vein of over 90 percent minority-owned enterprises representing commerce, community and business, infusing hundreds of millions of dollars from taxpayers. We ask for your leadership to preserve the most continuously used and traffic shopped district inherently rooted in both the city's history and soon our future. The Border Highway 375 Loop Extension West Project as planned cannot proceed without the City of El Paso and TxDOT taking into account the needs of the neighborhood. We were informed by TxDOT over eight months ago that all of the accesses as we currently know them for downtown to the proposed Border Highway would disappear. Literally all of the eastbound accesses to and from downtown to the proposed Border Highway would no longer exist. Only one ingress at Campbell and one egress at Mesa would be drawn into the model as the project unfolded. Our livelihoods depend on traffic from Border Highway. This would create major traffic congestion problems for residents and businesses alike. Hand ringing traffic seems shortsighted given downtown's reinvigoration plans. Consequently we strongly recommend two ingress points and one egress point to ensure the downtown shopping district stays alive and continues to serve El Pasoans, Juarences and the entire region with this vibrant unique style of open air, shopper friendly, walker friendly atmosphere. Please keep in mind that we're only talking about westbound traffic on the Border Highway. Eastbound traffic would not be able to enter -- directly enter downtown unless they exited Schuster, which is west of downtown, or the newly proposed Cole exit east. Both are two miles away from downtown El Paso. Please help and join our community to make El Paso a first-world city without cutting off the limbs of its business epicenter. Choose to keep Oregon and Kansas as ingresses from the Border Highway into the downtown shopping district. Respectfully -- you have my name.</p>	<p>See response to Comment 2.</p>

PUBLIC HEARING COMMENT AND RESPONSE REPORT

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#	Name	Verbal/ Written Comments	TxDOT Response
12	Luis Silva	The main point of El Paso history and shopping is in downtown south of Paisano. Limited access will blow away our local retailers that have been here for generations. Let us put this in perspective while block our history that has fed our city. If this is the case why not eliminate our historic buildings along with this proposal. This is not possible so we need more access to keep our epicenter alive.	See response to Comment 2.
13	Osvaldo Velez	Please help us (Southside Neighborhood Association) to remove a park located between Ochoa & Florence on 9th Street. We don't want to feel box in. Like other communities. Great idea leaving Campbell & Mesa open.	This park is not within the study area of this project and not within the jurisdiction of TxDOT. Removal of a city park would be under the jurisdiction of the City of El Paso.
14	Jorge Hernandez	I, Jorge Hernandez, am not opposed to Loop 375 Border Highway West Extension Project. However I am opposed to limited access to Downtown from Loop 375. I ask that TxDOT be considerate and careful not to affect commerce in the Downtown Shopping District that is worth hundreds of millions of dollars annually. The Downtown Shopping District is the oldest continuously used commercial area in the city, and as such, is important to El Paso's History. If vehicles are limited to the Campbell access it will be difficult for them to make their way west due to congestion that already exists on Stanton and Paisano. There are hundreds of businesses that provide employment to hundreds of people in Downtown. A Downtown Annual El Paso Report shows that a third own their own building and a majority did not plan to relocate their business in the next year. And the number one reason for visiting Downtown is shopping. Limiting access to Downtown from Loop 375 on Campbell only, will have a negative economic impact to this area. I ask that TxDOT reconsider Downtown Access Points. Attachment: Alternative Downtown Access <i>[Note: Attachment can be found in Appendix I]</i>	See response to Comment 2. The socio-economic impacts will continue to be studied in the development of the Final Environmental Impact Statement, as well as a study of indirect and cumulative impacts, including both positive and negative impacts. Additional access to downtown is now being provided as a result of public hearing input received.
15	Noe Moreno	The 79901 zip code quadrupled the sales tax revenue compared to the 79835 (outlet shops). I point is there needs to be a downtown exit off loop 375.	See response to Comment 2.

PUBLIC HEARING COMMENT AND RESPONSE REPORT

Loop 375 Border Highway West Extension Project

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#	Name	Verbal/ Written Comments	TxDOT Response
16	Sir Harry Page	In an area that is landlocked - DEIS Chihuahuita - we submit that the loss of even 2 homes and 42 stores and .2 acres is unacceptable. Further tweaking of the plan is necessary. Further - consideration and implementation to as many exits as possible to the downtown, H to S Streets especially onto Paisano Street, are essential to the wellbeing of south El Paso commerce - else it will die.	<p>Comment noted.</p> <p>See response to Comments 2, 9 and 10. Changes to proposed right-of-way following the public hearing result in three residential displacements (one additional since public hearing) and 32 commercial displacements (10 less than presented at the public hearing) as well as the previously stated 0.2 acres of parkland from the Chihuahuita Park.</p>
17	Not submitted	The proposal has looked at a large number of problems from past proposals. The only remaining question I have is the lights downtown after the ending of the loop and the travel on Paisano. The lights are not timed and if traffic flow increases then this could cause major problems in the route design. The video was fantastic and the people accepting questions were very kind and knowledgeable. Thanks much.	<p>Comment noted.</p> <p>The timing of lights on city streets in the downtown area will be the responsibility of the City of El Paso.</p>
18	Steven Ayers	As a student at UTEP and a member of the community, I feel that there should be more of an outreach to the community to inform them/us when events such as this one and other public hearings are going to occur. To have such a small representation of the El Paso community is counterproductive of what a public hearing is supposed to do. More efforts to inform the public are needed to provide a better turnout and gather a better consensus of the public. Media and other outlets need to be taken advantage of. More representation means better consensus which means more publically approved results.	<p>Comment noted.</p> <p>Public notice for the Public Hearing included:</p> <p>Notices were published in the following local newspapers: El Paso Times (English) – Friday, September 28, 2012; Saturday, October 27, 2012; Thursday, November 1, 2012; and Thursday November 8, 2012; El Diario de El Paso (Spanish) – Friday, September 28, 2012; Thursday, October 25, 2012; Thursday, November 1, 2012; and Thursday, November 8, 2012. The notices were half to full page ads in visible sections of these newspapers.</p> <p>Media coverage requests and announcements for the hearing were distributed to various</p>

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			<p>media outlets prior to the hearing and included a Media Advisory in both English and Spanish and a News Release in both English and Spanish.</p> <p>On October 2, 2012, TxDOT – El Paso District mailed out hearing invitation letters to El Paso area federal, state, and local elected and non-elected officials as well as the cooperating and participating agency contacts.</p> <p>On October 15, 2012, a project newsletter, that included a public hearing notice, was sent to 473 property owners in the project study area and approximately 482 project stakeholders, including: nearby educational and medical facilities, neighborhood associations, community organizations, local officials, and attendees of previous scoping meetings.</p>
19	Chuck Harre, 2012 Chair; Kathleen Walker, GRD Chair 2012; Jack Chapman, Transportation Chair; Richard E. Dayoub, President & CEO	Resolution. The Texas Department of Transportation (TxDOT), El Paso District, will conduct the Public Hearing for the proposed Loop 375 Border Highway West Extension Project (the BHW Project) and State Draft Environmental Impact Statement (DEIS) on Thursday, November 15, 2012 at the University of Texas at El Paso (UTEP), El Paso Natural Gas Conference Center. The purpose of the hearing is to discuss the findings of the DEIS, including the preferred alternative identified by TxDOT for the BHW Project and to provide an opportunity for the public to provide comments on the proposed project. The proposed BHW Project is a four-lane controlled access toll facility that would begin at Racetrack Drive near Doniphan Road and New Mexico 273, and end at United States Highway (US) 54 east of downtown El Paso, a distance of approximately nine miles, of which approximately seven miles would be tolled. All existing lanes in the project footprint would remain non-tolled. The estimated proposed project	Comment Noted.

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		construction cost is approximately \$500 million, with construction anticipated to begin in 2015. The proposed BHW Project is a cooperative effort among TxDOT, the Camino Real Regional Mobility Authority, the City of El Paso, the Metropolitan Planning Organization and other participating agencies and is the result of previous studies which have identified a critical need for an alternative route for I-10 traffic to address needed improvements to system capacity, reliability, and regional system linkage for the El Paso metropolitan area. The Greater El Paso Chamber of Commerce has been a strong advocate for this essential component of our Metropolitan Transportation Plan as well as other critical components of our transportation infrastructure for several years. Therefore be it resolved, the Greater El Paso Chamber of Commerce is in full support of the BHW Project. Approved by the Transportation Committee of the GEPCC on October 18, 2012, Government Relations Division of GEPCC on October 23, 2012; approved by the Executive Committee of the GEPCC's Governing Board on October 23, 2012, and by GEPCC's Governing Board on October 30, 2012. Respectfully Submitted, Chuck Harre, 2012 Chair; Kathleen Walker, GRD Chair 2012; Jack Chapman, Transportation Chair; Richard E. Dayoub, President & CEO	
20	Veronica R. Soto	Dear Mr. Bielek: This letter is to express concerns about the proposed design of the Loop 375 - Border Highway West Extension project by the Downtown Management District (DMD) Board of Directors. A special Board meeting of the DMD was called on October 2, 2012 to hear a presentation on the project; Mr. Eduardo Calvo, TxDOT, provided the presentation. The project was a discussion item at the Regular Board meeting of October 19. At that meeting, the Board directed me to send you this letter expressing serious concerns about the project's impact on downtown. While the Board is supportive of the project for the region, the Board wishes to have the design - particularly ingress and egress - consider how it can accommodate downtown for increased mobility options to include well-designed access to serve the downtown area, particularly the Downtown Shopping District. In that area, Board members encourage looking at Oregon Street as an additional option for access. These are the issues of concern with the project as presented to the Board: *Limited access- proposed design schematics with limited or no access to Downtown from the east and	Comment noted. See response to Comment 2 and 14.

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		<p>west sides of El Paso can negatively affect Downtown's future economic growth</p> <p>*Increased congestion on Paisano - Traffic levels on Paisano Avenue, the proposed main artery between the spurs, I-10 and the Loop, are already heavy; adding additional traffic will discourage additional visits into Downtown so adding traffic without adding capacity or other improvements is a great concern</p> <p>*International Bridge congestion - North-south traffic on Stanton at peak hours related to the international bridge causes a lot of congestion which affect side streets with residential and commercial uses, in and near Downtown, another factor that could hinder Downtown's further growth</p> <p>*Access to the Downtown business and entertainment districts - Nearest access points from both east and west side are at UTEP or near Bowie High School, both too far from the core of Downtown and its Shopping District, a further deterrent for visits to eat, shop and play Downtown</p> <p>*The latest project newsletter does not show alternatives shared at the October 2 meeting and if a viable alternative is not under consideration that is also a concern. The DMD Board requests that TxDOT review the proposed access into downtown and that additional access be included in the final design. In particular, the downtown shopping and entertainment districts within Downtown need to be considered, perhaps by making Oregon Street and the western-most section of downtown accessible to vehicles coming in from the eastside. A project of this magnitude necessitates the best design potentially hinder the economic viability of the Downtown area, especially after the great community support shown for projects that enhance both the quality of life and economic development of our community. You can be assured that a DMD representative will attend the next public meeting to raise these concerns. Should you have any questions, please contact me.</p> <p>Sincerely, Veronica R. Soto, AICP, Executive Director</p>	
21	Gilbert Anaya	<p>Dear Project Coordinator: The International Boundary and Water Commission, United States Section (USIBWC) appreciates the opportunity to comment on the State DEIS for the Texas Department of Transportation (TxDOT) Loop 375 Border Highway West Extension Project. The project addresses the needed improvements to system capacity and reliability, and regional system linkage for the El Paso Metropolitan Area. The USIBWC has reviewed the DEIS, and the project alternatives are likely to impact USIBWC properties and will require</p>	<p>Comment noted.</p> <p>TxDOT has been coordinating with the IBWC, a cooperating agency in the EIS process and is in the process of on-going coordination regarding the licensing and permitting needs for the proposed project within the</p>

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		<p>further coordination with the USIBWC through the license program. The USIBWC supports the Preferred Alternative, Alternative 2, as it minimizes impacts to USIBWC jurisdictional properties. However, a portion of the proposed project would have a longitudinal encroachment on the Rio Grande floodplain within the USIBWC Rectification and Canalization Projects, with potential impacts to USIBWC properties in the reach between Santa Fe Street International Bridge and Yandell Drive/Spur 1966 (Border A) and the reach between Executive Center Boulevard and Racetrack Drive (Rail yard B). The proposed project will require a license from the USIBWC; items listed on the Permits and License Checklist will be required for review and license approval including resource agency correspondence and HEC-RAS modeling which compare before and after construction conditions showing all obstructions within the floodplain. The USIBWC would like to offer the following additional comments for the DEIS: (1) Page 2-14: Table 2-4 lists alternative 13g as Rail yard B. It should be listed as Rail yard A. (2) 3-5: Consider revising the sentence under Table 3-4 to remove historic resources as individual historic resources were not listed in this section. (3) Page 3-45: Please pluralize hydroelectric generating plants in IBWC activity #5 as there are several plants along the Rio Grande under the IBWC management. (4) Sections 3.9.5.1-3: The USIBWC has documented resident Southwestern Willow Flycatcher and Western Yellow-billed Cuckoo in the Rio Grande reach just north of Sunland Park Drive. Coordination with the U.S. Fish and Wildlife Service may be required for these endangered/candidate species. (5) Section 3.11: Heavy metals contamination is not limited to ASARCO property. Heavy metals from ASARCO fall-out have been identified on USIBWC managed properties within the study area/project limits. Data can be provided upon request. Thank you again for the opportunity to review and comment on the project. If you have any questions, please call me at (915) 832-4702 or Rebecca Little Owl at (915) 832-4734. Sincerely, Gilbert Anaya, Division Chief, Environmental Management Division.</p>	<p>jurisdictional areas of the IBWC. The project team has reviewed the checklist referenced and will continue to coordinate to meet the requirements of the process.</p> <p>Recommended revisions 1) -3) will be included in the FEIS as applicable.</p> <p>4) TxDOT circulated a copy of the DEIS to the U.S. Fish and Wildlife Service and they responded by letter that their review is complete and they have no further comments or concerns regarding impacts to species.</p> <p>Regarding the comment on heavy metals contamination not being limited to ASARCO property – a preliminary records search has been conducted to meet ASTM E 1527-05 standards; however, further investigations and testing will be conducted as needed to determine the potential for hazardous materials that may impact the proposed project construction.</p>
22	Joseph J. Ayoub	Congratulations!!!	Comment Noted.

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23	Michael Medina	Dear Mr. Calvo, The MPO has reviewed the DEIS for Loop 375 Border Highway West Extension Project. This proposed project is described in various chapters/sections to be fully incorporated in the project list or development of the Horizon 2040 Metropolitan Transportation Plan (MTP). The Horizon 2040 MTP is due for completion on or about July 2013. Please clarify if this project is planned in and to be environmentally clear with the Amended Mission 2035 MTP planning documents. Sincerely, Michael Medina	The proposed Loop 375 Border Highway West Extension project is included in the amendments to the Amended Mission 2035 MTP that the El Paso MPO Transportation Policy Board adopted on December 7, 2012. Once the Transportation Conformity determination approval by FHWA for these amendments is received, the BHW project will be a part of the MPO's conforming long range plan, which is a requirement to receive environmental clearance. Concurrent to the amendments to the Mission 2035 MTP, The El Paso MPO is developing the Horizon 2040 MTP, which will also include the BHW project.
24	James Inzer	To Whom It May Concern, I believe El Paso is overdue for an alternate route from I-10 and Mesa between Downtown and West El Paso. The proposed extension will complete Loop 375 and give El Paso drivers relief from any long needed repair work on I-10 as well as reduce commute times during rush hour traffic. J.S. Inzer, El Paso, Texas	Comment Noted.
25	Cortney Niland	Mr. Calvo: I wanted to send you a letter of support of the proposed route of the Loop 375 West. Given its impact on most of the district I represent, I am very pleased TXDOT took into consideration all the concerns of my constituents. I look forward to the completion of this much needed roadway. Therefore, I wholeheartedly support the project loop 375 west. Best, CN	Comment Noted.
26	Ricardo Dominguez, Jr.	Dear Mr. Calvo, On behalf of the City of Sunland Park, New Mexico (SLP), I am writing in response to the Loop 375 Border Highway West Extension (BHW) Draft Environmental Impact Statement (DEIS). Public comments are due to your Office on the BHW DEIS Project by November 26, 2012, according to your Department's documents. The following are SLPs comments: (1) I didn't see any analysis, environmental or the other required sections of the National Environmental Policy Act on 1969 (NEPA) process, on any potential impacts to the residents of SLP and in particular to the Anapra Community of SLP. (2) The BHW Project Impact Boundary needs to be expanded to cover SLP from	Comment Noted. 1) Environmental impacts to Sunland Park and the Anapra Community were not included since they are not located within the state of Texas and access to New Mexico is being maintained with the current plan.

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		<p>Racetrack Drive (NM 498) when visually extended from I-10 to McNutt Rd (NM 273); then 100 yards south of McNutt Road on the south and finally along Paisano Dr. (US 85) El Paso, TX to I-10 on the east and northerly portions. (3) NM 273 access to Paisano Drive must be maintained and preferably improved. (4) The DEIS mentions that Paisano Dr. will be extended as an overpass and connect to Doniphan Dr. El Paso. That is an excellent idea but what will the effect be on businesses along Doniphan Dr.? (5) The BHW project needs to make provisions to improve the turning movements on intersection of Racetrack Dr. (NM 498 extended but a City of El Paso road facility) and Doniphan Dr. The intersection will be impacted with the improved connection of the proposed Paisano/Doniphan overpass. The City's Sunland Park new non-commercial Port of Entry that is proposed to start construction by 2014 at the earliest crossers may also use this intersection. (6) SLP has an approved City Master Plan that wasn't mention on the Projects DEIS. (7) SLP is in attainment for Environmental Protection Agency (EPA) standards in regards to all pollutants caused by vehicles. How, if any, will the BHW Project affect the EPA standards? (8) I didn't see any analysis related to Environmental Justice in regards to SLP. (9) I didn't read any mention of the EPA Superfund site located somewhere between McNutt Rd. and the EP Brick Plant. I don't expect the site to be a problem but there may be a concern when road building begins and the soil is disturbed. (10) I also didn't see any mention of the dinosaur tracts site in what is known as the Insights Property. In closing, the City greatly appreciates the opportunity to comment on this regionally and internationally important road facility. I would like the opportunity to visit with you or any TxDOT staff to review the BHW connections to SLP. The City also notes that its comments will be address by the TxDOT at an appropriate time, "Saludos". Sincerely, Ricardo Dominguez Jr., City Planner CC: Mayor Javier Perea Councilor Christina Lira Councilor Carmen Rodriguez Councilor Annette Diaz Councilor Sergio Carrillo Councilor and Mayor Pro-Tem Isabel Santos Councilor Jessica Avila Linda Vazquez</p>	<p>2) The study area was determined to terminate at the Texas State Line since the project is state funded and the access to NM 273 will be maintained.</p> <p>3) The proposed project will maintain access to NM 273.</p> <p>4) Regarding the affect to businesses with the extension and connection to Doniphan Dr. – the indirect and cumulative impacts of the proposed project were addressed for several alternatives in the DEIS and will be further addressed for the Preferred Alternative 2 in the Final Environmental Impact Statement (FEIS).</p> <p>5) The intersection of Racetrack Drive and NM 498 is not within the study area. Any improvements to the intersection would be proposed by others.</p> <p>6) The City of Sunland Park Master Plan was not mentioned in DEIS since the city is not within the study area.</p> <p>7) A qualitative analysis for air quality impacts at the project level will be conducted during the preparation of the FEIS that will demonstrate compliance to EPA standards. Also, the BHW project will be included in the El Paso MPO's Mission 2035 MTP, which will need to demonstrate conformance to EPA and</p>

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		Director, Community Development Department Roberto Diaz de Leon SLP POE Manger Dwaine Solana Building Official	<p>TCEQ air quality standards at the regional level.</p> <p>8) The City of Sunland Park is outside of the study area for the BHW project. The project level environmental justice analysis was only performed for the study area. However, the El Paso MPO's long range plan includes an environmental justice analysis for the MPO study area, which includes the City of Sunland Park.</p> <p>9) The hazardous materials database search did not disclose any record of an EPA superfund site between McNutt and the El Paso Brick plant; however, 2 regulated sites, including an industrial hazardous waste site, were present in the area. Further investigations will be conducted as needed to determine the potential impacts to construction.</p> <p>10) TxDOT has received an archeological agreement which has been approved by the Texas Historic Commission for the proposed Loop 375 Border Highway West Extension project. This would include any potential impacts to pre-historic resources.</p>

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27	Darren LeBlanc	The US Fish and Wildlife Service has reviewed the Draft EIS for the proposed Loop 375 Border Highway West Extension project in El Paso, Texas, dated October 2, 2012. Based on our review, we believe Draft EIS accurately reflects that the action alternative would have minimal effect on Service trust resources. Therefore, we have no concerns with, or comments on, the draft EIS. Thank you for requesting our input on the Draft EIS and please keep us informed of further developments with this project. If you have any questions, please feel free to contact me using this email address or the phone numbers below. Thank you.	Comment Noted.